

# The Mining Journal

## AND COMMERCIAL GAZETTE.

No. 92.—Vol. IV.]

LONDON: SATURDAY, MAY 27, 1837.

[PRICE {WITH A SUPPLEMENT} 6D.]

**ONE SHARE IN THE CARN BREA MINES TO BE SOLD,** with a DIVIDEND OF FIVE POUNDS payable in a few days. Apply to J. Hall, No. 3, Walbrook-buildings, Walbrook.

**Mining Shares, Reversionary Interests, &c.**  
**MR. C. WARTON'S NEXT PERIODICAL SALE** of the above description of property will take place by Auction at the Mart, on Tuesday, the 14th of June, at Twelve o'clock, and will include SEVERAL VALUABLE REVERSIONARY INTERESTS, and SHARES IN RAILWAYS and in some of the best BRITISH MINES, now realising large dividends. Particulars may be had, eight days prior to the sale, at the Mart; of James Roe, Esq., solicitor, South-square, Gray's Inn; and of Mr. C. Warton, Auctioneer and Estate Agent, Thredneedle-street.

**Preston and Wyre Railway and Harbour Company, and Deptford Pier and Improvement Company.**

**MR. HENRY BROWN will SELL BY AUCTION,** at the Mart, on Tuesday, May 30, at Twelve, in Four Lots, TEN £50 SHARES in the PRESTON AND WYRE RAILWAY AND HARBOUR COMPANY, which is now fast progressing, and on which £28 per share has been paid; also EIGHTY SHARES in the DEPTFORD PIER AND IMPROVEMENT COMPANY. Printed particulars may be had at the Mart; and of Mr. Henry Brown, Auctioneer and Valuer, 22, Throgmorton-street.

**DUFFIELD MINING SHARES TO BE SOLD.**—Notice is hereby given, that, by the order of John Herman Merriwale, Esq., the COMBINED COMPANY are to be SOLD, BY PUBLIC AUCTION, at the Auction Mart, on Friday, the 24th of June next, at Twelve o'clock precisely. Particulars may be had, on application, to Messrs. Shuttleworth and Sons, Auctioneers, 1, Poultry; James Beaumont, Esq., Solicitor, 19, Lincoln's Inn-fields; or at our offices, as under.  
GRESHAM and MILLER,  
5, Castle-street, Holborn.

**TO CAPITALISTS.**—In consequence of the very depressed state of the Share Market, WILLIAM TRENEY, Junr., Mine Agent and Share Broker, from Redruth, Cornwall, is enabled to offer SHARES in new and promising Cornish and Devon Mines, situated in the best Mining districts, and in continuation of rich veins, or lodes, which are paying immense dividends, at a considerable discount, and which he has no doubt will ultimately answer, being well worthy the attention of capitalists. —W. T., Junr., has it in his power to enter into engagements with the most eminent Mine Agents for the inspection of Mines. —N.B. No connection with any one of the same name residing at Redruth. All letters to be post paid. —No. 56, Thredneedle-street, London, May 26.

**GLAMORGANSHIRE.**  
The highly Important LORDSHIPS, MANORS, and FREEHOLD ESTATE of NEATH ABBEY, for SALE.

**MR. ADAM MURRAY** has the honour of announcing to the Public, that he is instructed to SELL BY AUCTION, at Garraway's Coffee-house, Change-alley, Cornhill, London, on Wednesday, the 7th of June next, unless an acceptable offer is made for the same by private contract, this highly improvable Estate (exonerated from tithe within the precincts of the Abbey, and rates and taxes very low), containing 55½ acres of good arable, meadow, pasture, and wood; together with houses and premises, in the villages of Neath Abbey and Garraway; extensive copper works, iron and blast furnaces, manufactory for steam and other engines, forges, rail-roads, canals, shipping wharfs on the Neath and Swansea Rivers; large and extensive veins of the best bituminous coal, iron-ore, and fire-clay of the best quality; and extensive woods of fine oak timber for naval purposes, situated in the parish of Cadogton, in a fine, healthy, undulating country, surrounded by excellent roads and good market towns, and close to lime and coal; with every facility at hand for the better improvement of the property. There are many fine situations for building upon, and abundance of stone quarries yielding materials for that purpose. A better and more improvable estate in South Wales was never before offered for sale.

Particulars of sale may be had, on application to James S. Wickens, Esq., Monaghan-street, Russell-square; Thos. Fox, Esq., Beamster, Dorset; and to Mr. Adam Murray, 47, Parliament-street, London. Letters to be post paid.

**EAST CORNWALL MINES.—TO BE SOLD BY PUBLIC AUCTION,** on Thursday next, the 1st of June, at Four o'clock in the afternoon, at the New Inn, Callington, the following VALUABLE MINING SETS:—

LOT I. All that the set or right to mine for silver, tin, copper, lead, and other metals and minerals, on certain farms or lands in the parish of St. Dominic, in the county of Cornwall, commonly called Cornish, Herring's, and Hawker's Tenements. And also, on a certain other farm in the parish of Callington, in the said county, called Allivier's, which said tenements are now in the occupation of Francis Bath; all which premises are held for the now residue of a term of twenty-one years, commencing on the 25th day of September, 1834, at an annual rent of £21, and the payment of dues of 1-12th part of silver and lead ore, and 1-16th part of tin, copper, and other metals. The above-mentioned set is usually known by the name of "Wheat St. Vincent."

LOT II. All that the set or right to mine for silver and lead ore, and all other metallic minerals, within certain parts of the lands called Cornish Wood, West Well Meadow, East Well Meadow, Under Town Meadow, Under Town Park, Lower Under Town and Well Park, parcels of Cornish tenement and of the manor of Halton, situated in the said parish of Callington, and county aforesaid; all which last-mentioned premises are held for the now residue of a term of twenty-one years, commencing from Lady-day, 1835, on the payment of dues of 1-12th part of all metals and minerals.

LOT III. All that the set or right to mine for silver, lead, and other minerals, on an Estate called Fulford, in the said parish of Callington, and county aforesaid; all which last-mentioned premises are held for the now residue of a term of twenty-one years, commencing the 18th day of April, 1835, on the payment of dues of 1-10th part of all silver and lead ore, and 1-16th part of all tin, copper, and other metals. The above three lots are parts of the possessions of the "East Cornwall Mining Company," and will be sold subject to the conditions to be produced at the sale, and subject to all the covenants and conditions in the respective sets.

For further particulars apply to Messrs. Snell and Son, Callington; Mr. E. H. Smythe, solicitor, Middle Temple, London; and at the office of the East Cornwall Mining Company, Cushman-court, Old Broad-street, London.

It is expected that Manganese may be found on all the above lands.

Callington, May 22.

**IN CHANCERY.**—Between HICHENS and others, Directors of the Arigna Iron and Coal Company, Plaintiffs, and HENRY CLARKE and others, Defendants. —Whereas a Decree having been obtained in this cause against the above-named defendant and others, for the sum of £12,373 10s. 1d., and no part of which hath been paid by the said Henry Clarke, late of Coleman-street-buildings, the City of London, and a Writ of Sequestration having been duly awarded and used against all his property, real and personal estate, and effects, this is to give notice thereof to all persons or person whomsoever and wheresoever, having any property, of any nature or kind soever, belonging to the said Henry Clarke, or owing to him; and further, that in case any such person will give such information as will render such property, or any part thereof, available to the said mand, unto Mr. Charles Comerford, of No. 10, Copthall-court, Throgmorton-street, City, solicitor to the said Company, or to the said Company, at their office, 9, Liverpool-street, in the City of London, they will be handsomely rewarded for their trouble, and indemnified from the demand of the said Henry Clarke and others.

**EDINBURGH, LEITH, AND NEWHAVEN RAILWAY.**—NOTICE TO CONTRACTORS.—Persons desirous of TENDERING for EXECUTING THE EXCAVATIONS and other WORKS on this line of Railway, may inspect the plans, sections, and specifications thereof, after Wednesday, the 10th May inst., between the hours of ten and four, at the office of the Company, 69, Fleet-street, where forms of tenders may be obtained. All tenders must be deposited at this office on or before twelve o'clock on Thursday, the 1st day of June. Directors will not hold themselves bound to accept the lowest tender.

GEORGE WRIGHT, Deputy Chairman.

Edinburgh, Leith, and Newhaven Railway Office,

69, Fleet-street, Edinburgh.

**BIRMINGHAM AND DERBY JUNCTION RAILWAY.**—CONTRACT FOR WORKS.—The Committee of Directors of the Birmingham and Derby Junction Railway Company will meet at the Railway-office, in Waterloo-street, Birmingham, on Wednesday, the 14th day of June next, at twelve o'clock at noon, to receive TENDERS FOR CONTRACT for the following work:—to construct a VIADUCT OF SEVENTEEN ARCHES over the River Anker and Turnpike Roads, from Tamworth to Polesworth and Shuttington, in the township of Bolehall, in the parish of Tamworth, in the county of Warwick.

Plans and specifications of the works are ready for draft at the Railway-office. Printed forms of tender may be had at the Railway-office, and no tenders will be attended to. The tenders must be delivered, at the office, on or before twelve o'clock at noon, on Wednesday, the 14th day of June next, and parties tendering must attend in person, or by some one duly authorized on their behalf, at the time of meeting. The party whose tender is accepted will be required to enter into a bond, with two sureties, for the due performance of his contract in a penalty not less than ten per cent. on the gross sum contracted for, and the names of the proposed sureties are to be specified in the tender. The directors will not bind themselves to accept the lowest offer.

The contractor, if he require it, will be furnished by the Company with a counter of his contract at his own expense.

By order,

Birmingham, May 8.

THOMAS KELL, Secretary.

**WEST CORK MINING COMPANY.**—The Committee of Shareholders appointed at the Meeting of the 19th of November last, in their duty to CAUTION the Public against TAKING, for the present, any SHARES in the NEW CAPITAL of this Company, inasmuch as the suit instituted in a High Court of Chancery by William Revell Vigers and John Pam Timmins, against Lord Audley and Joseph Pike, and others, Directors of this Company, operates as a *lis pendens* to affect with notice, all persons taking such new shares, Dec. 19.

On behalf of the Committee,

(Signed) H. PATRICK.

London, Dec. 19.

**ANGLO-MEXICAN MINT COMPANY.**—Pursuant to resolutions passed at the Annual General Meeting of shareholders on the 2d inst., DIVIDENDS OF TWELVE SHILLINGS per share for the current year will be payable on and after the 1st of June. Three days' notice of claim will be required; forms of which to be obtained, as under, between the hours of Eleven and Three daily.  
G. B. LONSDALE, Secretary.  
9, New Broad-street, London, May 16.

**BRITISH TIN MINING COMPANY.—A SPECIAL GENERAL MEETING** of the shareholders in the above Company will be held at their office, No. 5, Adam's-court, Broad-street, on Friday, the 2d of June, 1837, for the following purposes:—1. To receive a communication from the Directors, in reference to their proceedings consequent on the report of the Committee delivered at the last General Meeting. 2. To consider certain propositions contained in a report of the Directors, in reference to the laws of the prospectus. 3. To take into consideration the propriety of investing the Directors with the power of making a further Call of Five Shillings per share when such becomes necessary. The chair will be taken at Twelve o'clock precisely.  
By order of the Directors,  
JOHN SANDHURST, Sec.  
5, Adam's-court, Broad-street, May 17.

**COLOMBIAN MINING ASSOCIATION.—THE TWELFTH GENERAL ANNUAL MEETING** of the Proprietors of this Association will be held at the office of the Association, on Thursday, the 10th day of June next, at Two o'clock precisely. At this Meeting the Directors will be elected, in the place of M. Altwood, Esq., M.P., Edward Hurry, Esq., and James Vetch, Esq., who go out by rotation, but who are eligible to be re-elected.  
By order of the Board of Directors,  
JOHN CHAPMAN, Sec.  
3, Freeman's-court, Cornhill, May 22.

**CORNUBIAN MINE, in the parish of Perranzabuloe, Cornwall.**—The Directors of the Cornwall Mining Company hereby inform the small number of proprietors who have omitted to pay the call of Ten Shillings per share, made in February last, that, in justice to the adventurers generally, the unpaid shares will be absolutely FORFEITED, unless the call be paid in fourteen days from this date, either to Mr. John Chester, 10, Morrice-square, Devonport; Mr. John Richards, 12, George-yard, Lombard-street, London; or Messrs. Williams and Co., Bankers, Truro and Camborne.  
Devonport, May 15.  
AUGUSTUS HUGHES, Secretary.

**CORNUBIAN LEAD AND SILVER MINE, in the parish of Perranzabuloe, in the county of Cornwall.**—Notice is hereby given, that the FIRST ANNUAL GENERAL MEETING of the shareholders in the above Mine, will be held at Townshend's London Inn, Devonport, at Twelve o'clock, on Monday, the 19th of June next, for the purpose of receiving a Report of the Mine, auditing accounts, and electing Directors, when the attendance of the adventurers is particularly requested.  
AUGUSTUS HUGHES, Sec.  
Devonport, May 22.

**ECONOMIC COMPOSITION CANDLE COMPANY.**—Prospectuses may be had, on application, at the offices of the Company, No. 16, Cornhill; at Messrs. Dawes and Fraser's, 15, Serjeant's Inn, Fleet-street; and at the London and Westminster Bank, Throgmorton-street.  
T. H. DURNFORD, Sec.

**WINEAR MINING COMPANY.—THE FIRST ANNUAL MEETING** of the shareholders will be held at the office of the Company, on Tuesday, the 30th inst. The chair will be taken at One o'clock precisely.  
By order of the Directors,  
HENRY REIMER, Secretary.  
15, Great St. Helens, May 10.

**HAYLE CONSOLS MINING COMPANY.**—Notice is hereby given, that a SPECIAL GENERAL MEETING of the shareholders will be held at the office of the Company, 6, Freeman's-court, Cornhill, on Tuesday, the 6th day of June next, at One o'clock precisely.  
By order of the Directors,  
W. D. FRANCIS, Sec.  
Freeman's-court, Cornhill, May 26.

**NORTH CONSOLIDATED COPPER MINING COMPANY.**—A SPECIAL GENERAL MEETING of the scrip-holders will be held at the Company's office, on Wednesday, the 31st inst., at One o'clock precisely, for the purpose of taking into consideration the Report of the Agents, who have recently inspected the Mine.  
W. MILLS MIDWINTER, Sec.  
13, 40 Abchurch-lane, Cornhill, May 23.

**NORTH CORNWALL MINING ASSOCIATION.**—The ANNUAL GENERAL MEETING of the shareholders will be held at the office of the Company, on Monday, the 6th day of June next. The chair will be taken at One o'clock precisely.  
By order of the Board,  
GEORGE D. KEOGH, Sec.  
12, George-yard, Lombard-street, May 22.

**REDMOOR CONSOLIDATED MINING COMPANY.**—Notice is hereby given, that a SPECIAL GENERAL MEETING of the shareholders of this Company will take place at the London Tavern, Blomfield-street, in the City of London, on Tuesday, the 6th day of June next, at One o'clock precisely, for the purpose of receiving a Report of the Mining and other proceedings of the Company, and of authorising the Managers to obtain a renewed set from the Duchy of Cornwall of so much of the mining property belonging to the Company as is held under any Duchy set or sets.  
By order of the Managers,  
HENRY THOMAS, Sec.  
1, Cushman-court, Old Broad-street, May 20.

**RIO DOCE COMPANY.**—The Directors of this Company hereby give notice, that a GENERAL MEETING of the shareholders will be held at the City of London Tavern, on Wednesday, the 31st instant, at One o'clock precisely. The communications to be made being important and satisfactory, a full attendance is requested.  
6, Freeman's-court, Cornhill, May 23.

**REDRUTH UNITED TIN AND COPPER MINING ASSOCIATION.**—A SPECIAL GENERAL MEETING of the scrip-holders will be held at the George and Vulture Tavern, Cornhill, on Wednesday, the 7th of June next, at One o'clock precisely, for the purpose of determining what course to adopt with the shares that have become forfeited, in consequence of the default of the last instalment. And at the same time a Report will be submitted, regarding the system intended to be pursued in the future operations in the Mines of the Association.  
Lombard-street Chambers, May 10.  
W. MILLS MIDWINTER, Sec.

**SOUTH POLGOOTH MINING COMPANY.**—The Directors of this Company do hereby give notice, that all shares on which the calls now due and unpaid will be absolutely declared FORFEITED, unless the same are paid to Mr. Henry Borrow, of Truro; or to the Secretary, at the office of the Company, 20, Basinghall-street, London, on or before the 26th of June, 1837.  
By order of the Board,  
R. N. PAIDON, Secretary.  
20, Basinghall-street, May 20.

**TRELEIGH CONSOLIDATED MINES.**—Notice is hereby given, that the SECOND CALL OF FIVE SHILLINGS per share, ordered at the General Meeting of the shareholders, held at the City of London Tavern, on Wednesday, the 11th day of May next; and that all shares upon which such call shall remain unpaid for one month after that day, will be absolutely FORFEITED, in conformity with the conditions endorsed upon the scrip certificates.  
23, Thredneedle-street, April 28.  
J. BAWDEN, Secretary.

**UNITED HILLS MINING COMPANY.**—The Directors hereby give notice, that the ANNUAL GENERAL MEETING of the shareholders of this Company will be held at their office, 5, Adam's-court, Broad-street, on Wednesday, the 7th day of June next, at One o'clock precisely.  
By order of the Directors,  
JAMES SMITH, Secretary.  
May 18.

**WHEAL SISTERS MINING COMPANY.**—The Directors of this Company request those proprietors who have paid the Call of Ten Shillings per share (which became due on the 1st of March), to forward their certificates to the office of the Company, that the numbers may be ascertained, so as to place the Directors in a position to advertise the numbers of the FORFEITED SHARES on which the said Call has not been paid.  
37, New Broad-street, May 19.  
GEORGE MORGAN, Sec.

**WEST WHEAL JEWEL MINING ASSOCIATION.**—The Directors of the above Association hereby give notice, that they have this day made TWO CALLS OF TEN SHILLINGS each—the first payable on the 1st of June, and the second on the 1st of July next—which they request may be paid at the office of the Association as under, or to the Western District Bank at Truro, on or before the respective periods above named. The Directors also hereby give Notice, that all shares upon which the above calls shall not be paid at the period herein named, will be ABSOLUTELY FORFEITED, without further Notice, in conformity with the Resolutions passed at the Annual General Meeting, held on the 29th ult.  
By order of the Board,  
HOWLAND NICHOLSON, Sec.  
23, Thredneedle-street, May 1.

**THE PATENT SAFETY FUZE,** for BLASTING ROCKS in Mines, Quarries, and for Submarine operations. This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.:—"I am very glad to hear that your recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this fact." Manufactured and sold by the Patentees, RICHMOND, SMITH, and DAVIS, Camborne Cornwall.

**THE INSTITUTION OF CIVIL ENGINEERS** and their Friends intend DINING together at the London Coffee-house, Ludgate-hill, on Saturday, the 3d of June, at half-past Five.

JAMES WALKER, Esq., President, in the Chair.  
Tickets, 20s. each, may be had at the house of the Institution, 1, Cannon-row, Westminster, and at the bar of the Coffee-house.

**THE THAMES TUNNEL,** near the Church at Rotherhithe, on the Surrey side of the River, is open to the public daily (except Sunday), from Nine in the morning until dusk. Admission One Shilling each. Both Archaeyas are brilliantly lighted with Gas, and the descent is by an easy staircase. The Tunnel is now 740 feet long, and is completed to within 150 feet of low water mark on the Middlesex shore.

By order, J. CHARLIER, Clerk to the Company.  
Walbrook-buildings, Walbrook, May 23.  
N.B.—There are conveyances to the Tunnel, by an Omnibus, every half-hour, from Greenchurch-street and Charing-cross, also by the Woolwich and Greenwich Steamboats, from Greenwich, and by the Greenwich and Woolwich Steamboats, from London Bridge, and by the London and Greenwich Steamboats, from London Bridge, and by the London and Greenwich Steamboats, from London Bridge.

**REPORT FROM THE COMMITTEE ON THE LONDON AND BRIGHTON RAILWAY BILLS.**

Lord George Lennox reported in the House of Commons, on Tuesday last, from the committee to whom the several bills for making a railway from London to Brighton were referred, and to whom several petitions against such lines were referred, and who were instructed by the House to make a special report "of the advantages and disadvantages of each of the four competing lines, to enable the House to determine which to send back, for the purpose of having the landowners heard, and clauses settled;" That, in compliance with such instruction, they have agreed to the following report:—

The first, second, third, and fourth resolutions required by the standing orders of the House, do not relate to engineering particulars.

**FIFTH RESOLUTION.**  
*Stephenson's Line.*—That the line proposed by Mr. Stephenson is a complete and integral line from the junction with the Southampton Railway at Wimbledon to the depot in the parish of Hove, with a further extension of forty-four yards into the parish of Brighton.

*The Direct Line.*—The line proposed by Sir John Rennie and Mr. Rastick is a complete and integral line from its junction with the Croydon Railway, near Croydon, to Church-street, Brighton, near the centre of the town.

*South-Eastern Line.*—The South-Eastern Brighton, Lewes, and Newhaven Railway is a complete and integral line from its junction with the Dover Railway at Oxted, nineteen miles south of London, to near Dorset Gardens, Brighton.

*Gibbs's Line.*—The line proposed by Mr. Gibbs is a complete and integral line from its junction with the Croydon Railway to North-street, Brighton.

**SIXTH RESOLUTION.**  
That there is no competing line of railroad now before the committee except those above stated.

**SEVENTH RESOLUTION.**  
*Stephenson's Line.*—That there is no plane on Stephenson's line proposed to be worked by assistant engines, either stationary or locomotive; nor any such plane on that part of the Southampton line adopted in connection with this line.

*The Direct Line.*—There is no inclined plane on the direct line between Croydon and Brighton, or on its branches; but there is one on the Croydon Railway proposed to be worked by an assistant locomotive engine, the length of which plane is two miles, forty-eight chains, and the gradient is 1 in 100.

*South-Eastern Line.*—There are no planes intended to be worked by assistant engines, stationary or locomotive, on this line; but it also adopts the Croydon Railway as its outlet, on which is the plane above stated.

*Gibbs's Line.*—There are no planes on this line which will be required to be worked, either by assistant engines, stationary or locomotive; but this line also adopts the plane on the Croydon Railway as above described.

**EIGHTH RESOLUTION.**  
That there are no peculiar engineering difficulties on either of the proposed lines.

The total amount of earthwork upon each of the lines is as follows:—

	Cubic Yards.
Stephenson's Line	6,023,000
The Direct Line	9,250,295
Branch to Shoreham	495,920
—Lewes	1,070,642
—Newhaven	1,129,294
	11,946,151
South-Eastern Line	8,893,890
Branch to Lewes	251,538
	1,571,074
	10,716,502
Gibbs's Line	8,496,444

The largest embankments upon the lines are as follow; and these, being the greatest works, afford a measure of the time necessary for the execution of each line:

	Cubic Yards.
Stephenson's Line	650,000
The Direct Line	648,503
The South-Eastern Line	1,533,905
Gibbs's Line	924,592

**NINTH RESOLUTION.**

*Stephenson's Line.*—That there are two tunnels on Stephenson's line, viz., one at Epsom Common 500 yards long, through London clay; The other tunnel is at Dorking, which is 579 yards long; the soil is indurated sand and sandstone; the breadth of both tunnels is twenty-three feet, and the height twenty-seven feet.

The strata through which these tunnels pass have been mentioned; the clay is not a peculiarly favourable or unfavourable soil, and the indurated sand and sandstone are favourable.

The tunnels will not require ventilation except from the apertures.

*The Direct Line.*—That there are two tunnels on the main line, one at Balcombe 470 yards in length, and the other at Clayton 850 yards in length. These two tunnels are of the respective height of thirty feet, and of the respective width of twenty-four feet; the strata through which they pass are exceedingly favourable, and from the shortness of the tunnels they will ventilate themselves.

There is a tunnel on the Lewes branch of 875 yards long, of the height of twenty feet, and of the width of sixteen feet. An archway on the Newhaven branch 120 yards long, of the height of twenty feet, and of the width of sixteen feet. The strata through which they pass are exceedingly favourable, and they will ventilate themselves.

*South-Eastern Line.*—There are five tunnels on the main line of the respective lengths of 640 yards, 880 yards, 200 yards, 200 yards, and 570 yards. There is a so a tunnel on the Newhaven branch of 150 yards; these tunnels are proposed to be twenty-five feet wide, and thirty feet high. The strata through which they pass are peculiarly favourable. The three longest tunnels are to be ventilated by shafts.

There are also two tunnels on that part of the South-Eastern Dover Line which is adopted as the outlet for this line, viz., one at Riddlesdown of 807 yards, and one of two miles 312 yards at Oxted.

*Gibbs's Line.*—There are two tunnels on this line, one at Mersham of 1364 yards in length; the tunnel is double; each passage is proposed to be twenty-seven feet six inches high, and fifty feet wide, and will be ventilated by two shafts; the stratum through which it passes is favourable. The other tunnel is at Horsham, 924 yards long, twenty-four feet wide, and twenty-five feet high; no ventilation is required. The stratum through which it passes is neither favourable nor otherwise.

**TENTH RESOLUTION.**  
*Stephenson's Line.*—The gradients on Stephenson's line are favourable, the prevailing gradient being one in 330, or sixteen feet a mile. There is no curve of less than a mile radius, except the following, namely, one on that part of the Southampton Railway, used by Stephenson's line, of half a mile radius, and another at the depot of the Southampton Railway, of a quarter of a mile radius, and one near the depot at Brighton, of three quarters of a mile radius.

*The Direct Line.*—The gradients on the main line and branches are favourable; the steepest gradient being 1 in 264, or twenty feet per mile; the smallest radius of a curve on the main line is one mile, except at the depot at Brighton, where there is one of three-quarters of a mile radius. There are two curves on the Lewes branch, of three-quarters of a mile radius, and one of a quarter of a mile radius, where it joins the main line. There is also a curve on the Shoreham branch, of a quarter of a mile radius, where it joins the main line.



**South-Eastern Line.**—The gradients and curves on the main line are favourable, the steepest gradient being 1 in 264, or twenty feet per mile; the smallest radius of a curve is one mile. The steepest gradient on the Lewes branch is 1 in 225, or twenty-two feet in a mile. On the Newhaven branch the steepest gradient is 1 in 203, or twenty-six feet in a mile. The smallest radius of a curve three-quarters of a mile.

**Gibbs's Line.**—The gradients and curves on this line are favourable, the steepest gradient being 1 in 330, or sixteen feet per mile. The smallest radius of a curve is one mile, except near the depot at Brighton, where there is one of three-quarters of a mile radius.

#### ELEVENTH RESOLUTION.

**Stephenson's Line.**—The length of Stephenson's line, from the junction with the Southampton Railway to its terminus at Brighton, is forty-nine miles 1452 yards; from Nine Elms, Vauxhall, to the junction with Stephenson's line, is five miles 660 yards. The total distance from Nine Elms to Brighton is fifty-five miles 352 yards.

**The Direct Line.**—The length of the main line, from its junction with the Croydon Railway to its terminus at Church-street, Brighton, is fifty miles sixty-two chains. The length of the branch to Lewes is seven miles; the length of the branch to Shoreham is six miles seventy-five chains; the length of the branch to Newhaven is six miles sixty-eight chains.

**South-Eastern Line.**—The length of the main line to Brighton is thirty-two miles and three chains; and from the point of junction at Oxted to London Bridge, is twenty miles, making the total length fifty-two miles three chains. The length of the branch to Lewes is two miles sixty-seven chains. The length of the branch to Newhaven is six miles forty-one chains.

**Gibbs's Line.**—The length of the line to be constructed is forty-seven miles fifty-six and a half chains, and the whole distance from London Bridge to the terminus at North-street, Brighton, is fifty-six miles seventy-seven and a half chains.

#### TWELFTH RESOLUTION.

**Stephenson's Line.**—That Stephenson's line is a fit line in an engineering point of view.

**The Direct Line.**—That the proposed main line and branches are fit lines of railway, in an engineering point of view.

**South-Eastern Line.**—That this line is well fitted, in an engineering point of view, for the purposes intended.

**Gibbs's Line.**—That this line does not appear well fitted, in an engineering point of view, for the purposes intended.

#### THIRTEENTH RESOLUTION.

None of the proposed lines of railway pass on a level any turnpike-road or highway.

#### FOURTEENTH RESOLUTION.

**Stephenson's Line.**—The amount of the estimate of the cost of this line is 1,000,000*l.*, including the land, and 10*l.* per cent. for contingencies; which is adequate, and appears to be supported by evidence.

**The Direct Line.**—The amount of the estimate of the cost of the main line is 897,073*l.*, and of the branches of 302,833*l.*, including the land, and 10*l.* per cent. for contingencies; which is adequate, and appears to be supported by evidence.

**South-Eastern Line.**—The amount of the estimate of the cost of this line and branches is 1,200,000*l.*, including the land, and 10*l.* per cent. for contingencies; which is adequate, and appears to be supported by evidence.

**Gibbs's Line.**—The amount of the estimate of the cost of this line as deposited in the Private Bill Office, is 950,000*l.*; but the cost as proved in evidence is as follows, viz.:

For the works on the line	£770,335
For land	193,466
	£963,801

This does not include the usual 10*l.* per cent. for contingencies, amounting to 77,033*l.*; the estimate is therefore inadequate, and is not supported by evidence.

#### FIFTEENTH RESOLUTION.

**Stephenson's Line.**—That the estimated charge of the annual expenses of Stephenson's line when completed is 40*l.* per cent. on the gross annual income.

**The Direct Line.**—That the estimated annual expenses of this line is 50*l.* per cent. on the gross income. The engineer of the direct line stated that he considered it prudent to estimate the annual expense of all railways at 50*l.* per cent. upon the gross income, and therefore estimated the annual expense of the direct line at that sum.

**South-Eastern Line.**—The annual outgoings of the proposed South-Eastern line, in rates, taxes, agency, management, collection of tolls, carriages, and maintenance, is estimated at 500*l.* per mile.

**Gibbs's Line.**—The estimated charge of the annual expenses of this railroad when completed, is 40*l.* per cent. on the gross annual income.

#### SIXTEENTH AND SEVENTEENTH RESOLUTIONS.

These resolutions do not relate to engineering particulars.

#### EIGHTEENTH RESOLUTION.

**Stephenson's Line.**—That the engineers examined in support of Stephenson's line, were Messrs. Robert Stephenson, George Parker Bidder, Charles Vignoles, John Dixon, Peter Sinclair, I. K. Brunel, and Thomas Grainger.

**The Direct Line.**—The engineers examined in support of this line, were Joseph Locke, William Chadwell Mylne, John U. Rastrick, and Dr. Lardner.

**South-Eastern Line.**—The engineers examined in support of this line, were Messrs. Provis, Storey, Sopwith, M'Neill, and Cubitt.

**Gibbs's Line.**—The engineers examined in support of Gibbs's line, were Messrs. Joseph Gibbs, Samuel Hughes, and F. Giles, junior.

#### NINETEENTH RESOLUTION.

This resolution does not relate to engineering particulars.

#### TWENTIETH RESOLUTION.

That it appears desirable to your Committee that the House should be informed that they came to the following resolutions, previous to receiving the instructions from the House of the 9th May instant.

**April 25.**—Resolved. As it appears from the evidence adduced before the committee that the termini of Stephenson's line of railway, both at London and Brighton, are inconvenient to the public; that the line is circuitous and several miles longer than others now under consideration; and that it does not afford facilities of communication with the harbour of Newhaven, the town of Lewes, and the eastern parts of Surrey and Sussex, this committee cannot recommend the House to sanction it.

**May 3.**—Resolved. That the engineering case of the direct line of railway, proposed by Sir J. Rennie and Mr. Rastrick, has been made out to the satisfaction of this committee, and this committee recommend that line to the House for its adoption.

Resolved. This committee, having adopted the direct line, proposed by Sir J. Rennie and Mr. Rastrick, cannot recommend the House to adopt the South-Eastern Line.

Resolved. That the engineering merits of Mr. Gibbs's line of railway are not such as to sanction this committee in recommending it to the House for adoption.

That your committee had also, previous to the 9th May, proceeded to hear the cases of the landowners on the direct line.

That the principal reasons that guided your committee in recommending to the House the adoption of the direct line in preference to either of the others, were, That it is shorter than any of the other lines, and can be travelled at less expense to the public. That the termini are central and convenient to the public. That it interferes with but very little ornamental property. That the nature of the soil through which it passes is favourable for the execution of the works. That it connects the ports of Shoreham and Newhaven, and the county town of Lewes, with Brighton and the metropolis. That it runs through the centre of the counties of Surrey and Sussex, and affords great facilities of communication both east and west. That it is supported by a great majority of the town of Brighton; and, That there is no appreciable difference between the gradients of the direct and any of the other lines.

Your committee, in conclusion, beg to observe that they adopted the direct line of railway upon a careful consideration of the whole of the evidence upon the various lines before them, and having reconsidered the subject, they feel no hesitation in recommending the House to send back the direct line for the purpose of having the landowners' cases proceeded with, and the clauses settled.

**STEAM.**—Very great satisfaction had been diffused throughout the Levant generally by the announced completion of a regular system of steam-boat conveyance, efficiently organised by the French government, from Marseilles to Malta, and thence to Alexandria and back. The vessels are to sail three times a month. The accommodations in them are said to be very superior, and the fares moderate. This will open a direct and commodious communication from the south of France, with Greece, Turkey, Egypt, and the East generally, which may be accomplished in a few days.

**EARTHQUAKE IN ITALY.**—A letter from Lucca, 22d April, states, that forty shocks of earthquake had been experienced in the territory of Monacciano, which had done great damage, and caused the loss of seven lives.

**EXPLOSION OF A STEAM CARRIAGE.**—A steam carriage, while passing through Pall-mall, on last Saturday afternoon, blew up opposite the Opera Colonnade, to the terror of the many persons passing that crowded thoroughfare. Fortunately no lives were lost, nor was any mischief done, except to the machine itself.

## PROCEEDINGS OF PARLIAMENT RELATIVE TO JOINT STOCK COMPANIES.

FRIDAY, MAY 19.

**London and Brighton Railway (Stephenson's Line).**—Order for consideration of the petition of James Sebastian Yeats, complaining of the methods which have been adopted to obtain signatures to the subscription contract for the London and Brighton Railway (Stephenson's Line), read.

**Glasgow and Ayr.**—Petition in favour of the clause for preventing travelling on the Lord's Day; ordered to lie on the table. Order for third reading read; motion made, and question proposed, to leave out the following clause:—"And be it further enacted, that nothing in this Act contained shall authorize the carrying or conveying of any passenger, beasts, cattle, animals, articles, matters, or things along the said railway, or the using or employing of any locomotive, stationary, or other engine, or any carriage, on the said railway in any other manner on the Lord's Day," motion lost on a division; Bill read third time, and passed.

MONDAY.

**Shropshire and North Wales Assurance Company.**—Bill read third time, and passed.

**London and Blackwall Commercial Railway.**—Four petitions in favour; ordered to lie on the table.

**Glasgow and Ayr.**—Two petitions in favour of the clause to prevent travelling on the Lord's Day; ordered to lie on the table.

**London and Greenwich (No. 2).**—Read second time; committed to Mr. Dodson and the Kent list.

**Manchester and Stafford and South Union Railway.**—Bill reported; report ordered to lie on the table, and to be printed.

**Bolton and Preston.**—Power to committee to send for persons, papers, and records.

**Edinburgh and Glasgow.**—Petition against; ordered to lie on the table.

TUESDAY.

**Dundalk and Ballybay Railway.**—Bill reported; report ordered to lie on the table, and to be printed.

**Exeter and Falmouth.**—Petition of Francis Finch, complaining of the names of certain needy and indigent persons having been inserted in the subscription list, read; motion made, and question proposed, "That the said petition be referred to the select committee on the Deptford and Dover Railway subscription list;" motion by leave withdrawn.

**London and Brighton.**—Special report of committee of the engineering particulars of each of the four competing lines, brought up and read; to be taken into further consideration upon Tuesday next, and to be printed.

**Glasgow and Greenock.**—Two petitions in support of the clause prohibiting the transit of goods and passengers on the Lord's Day; ordered to lie on the table.

**Glasgow and Ayr.**—Three petitions in support of the clause prohibiting the carrying of goods or passengers on the Lord's Day; ordered to lie on the table.

**Steam Navigation (Thames).**—Petition of coal merchants and others connected with the coal trade on the river Thames, for the adoption of measures for checking the rapidity with which steam vessels are navigated through the Pool; ordered to lie on the table.

**Clarence and Hartlepool Junction Railway.**—Report further considered; Bill re-committed to the former committee.

**Glasgow, Paisley, and Greenock.**—Report further considered; amendments as far as clause (M 2) prohibiting traffic on the Lord's Day, agreed to; clause (M 2) read; motion made, and question, "That this House do agree with the committee in the said clause," put and negatived; subsequent amendments agreed to; Bill to be ingressed.

**Birmingham and Derby (No. 2).**—Report further considered; amendments agreed to; Bill to be ingressed.

THURSDAY.

**Drogheda and Kells.**—Petition against; referred to committee on the Bill; counsel ordered.

**Collier Dock and Surrey Canal Bill.**—Two petitions against; referred to committee on the Bill; counsel ordered.

**Birmingham and Derby Railway (No. 2).**—Bill read third time, and passed.

**Durham Junction.**—Petition against; referred to committee on the Bill; counsel ordered.

**Castle Eden and Merrington (Clarence and Hartlepool).**—(Re-committed) Bill reported; report ordered to lie on the table, and to be printed.

**London and Brighton (Stephenson's Line).**—Petition of James Mills, for the appointment of a select committee to inquire into the allegations of his former petition; ordered to lie on the table, and to be printed.

**Kilmarnock and Troon.**—Read third time; amendments made; Bill passed.

**Steam Communication with India.**—Petitions for establishing a communication with India, by way of the Red Sea; ordered to lie on the table.

**Message from the Lords.**—That they have agreed to the Tynalty (North Leith) Harbour and Docks Bill, with amendments.

## PARLIAMENTARY SUMMARY.

### HOUSE OF LORDS.

MONDAY.

The Glasgow and Ayr Railway Bill was brought from the Commons and read a first time.—The consideration in committee of the Dublin Police Bill was again deferred.

TUESDAY.

The Limitation of Actions' Bill was read a second time; and other Bills were forwarded a stage.

THURSDAY.

The only business done was the presentation of some petitions, and the forwarding of some private bills.

FRIDAY.

Lord DUNCANNO, in answer to Lord Ellenborough's inquiry, stated that he could not engage to say that his Majesty's ministers would be able during the present session to bring forward any measure for the general consolidation of the turnpike trusts of the kingdom.—The House went into committee on the Dublin Police Bill. Clause 2 was lost on a division—the measure was considered as abandoned by the Government.

### HOUSE OF COMMONS.

MONDAY.

The Shropshire and North Wales Assurance Company Bill was read a third time, and passed.—Sir A. AGNEW (some petitions having been presented on the subject) gave notice that he should present a petition from the General Assembly of Scotland for the introduction into all Railway Bills in Scotland of a clause to prohibit travelling on them on Sundays.—The debate on the Government plan regarding Church-rates was resumed, and again adjourned.

TUESDAY.

On the second reading of the Glasgow and Greenock Railway Bill, Dr. BOWRING moved the rejection of the clause which prohibited travelling on it on Sundays. Sir A. AGNEW said that he should divide the House against such rejection. Sir R. PEEL regretted that this question was thus almost daily discussed. If it were advisable, there ought to be some general rule that should be applicable to all railways and travelling, and not to make the prohibition applicable to one public road and not to another. He wished to see the Sunday duly and becomingly observed, but he would rather that such object should be effected by the convictions of the people than by any compulsory enactments. The bill then proceeded, the expulsion of the clause having been agreed to.—The adjourned debate on the Government measure regarding Church-rates was resumed, and continued till a late hour. The House divided, when the numbers were—Ayes, 287; Noes, 282; majority in its favour, 5. The House sat till three o'clock.

THURSDAY.

The Birmingham and Derby Railway Bill (No. 2) was read a third time, and passed.—Mr. CURTIS again brought forward the petition of Mr. Mills, the engineer, complaining of irregular signatures in the subscription to one of the Brighton Railway Bills. Ordered to be further considered on Tuesday next.—Sir J. HOBHOUSE presented a petition from the East India Company to be heard by counsel against a bill for compensation to certain maritime officers of the company.—The Lords' amendments to the Penitentiary (Millbank) Act Amendment Bill were agreed to.—Mr. HUNT obtained leave to bring in a bill to amend that part of the Municipal Corporations' Act which regarded the levying of a watch rate.—Lord DUDLEY STUART brought forward his motion for the production of copies of any correspondence between this Government and the government of Russia, Prussia, or Austria, or between this Government and the government of Cracow, relating to the entrance of foreign troops into the territory of that republic; and also for copies of any correspondence between this Government and the before-mentioned governments relating to the appointment of a British consul to Cracow. But, while his lordship was speaking, the House was counted out.

FRIDAY.

Some conversation took place upon a petition from a landowner upon the line of the Greenwich Railway, complaining that he had received no compensation for his property.—The SPEAKER gave his opinion that it was a case properly for the Court of Chancery, and the petition was withdrawn.—The House went into committee on the Poor Relief (Ireland) Bill, which occupied most of the remainder of the sitting.

**NEW ZEALAND FLAX.**—According to some recent experiments it has been ascertained, that the fibres of the "Phormium tenax," or New Zealand flax, are double in strength to those of the common flax, and a third more so than those of hemp, and 5-17 less so than silk. In the south of France it has been used for manufacturing women's bonnets, which only cost three francs.

## RAILROADS IN BELGIUM.

Mr. Nothomb, the Minister of Public Works in Belgium, has just published a report respecting railroads in that country, from which it appears that the roads adopted by the government to form the system of communication have, for their central point, Mechlin, and their direction is east, towards Prussia, by Louvain, Liege, and Verviers; to the west, by Ostend, Termonde, Ghent, and Bruges; to the south, by Brussels, and from Brussels towards the frontier of France, by the Hainault. This forms an extent of 115 leagues. The works were commenced soon after the promulgation of the law of the 1st of March, 1834, and three sections have been opened to the public. This extent is more than fourteen leagues. These sections are from Mechlin to Brussels, from Mechlin to Antwerp, and from Mechlin to Termonde. The total cost of these three sections was 5,181,633*fr.*, and deducting 200,000*fr.* for property purchased, but which may be hereafter sold, their cost may be estimated at 357,000*fr.* per league. To these expense must be added the expense of the transport of materials and the establishment of stations, amounting to 1,848,355*fr.* During the year, from May, 1835, to May, 1836, the section from Mechlin to Brussels produced 359,394*fr.* 15*c.*, or an average of 29,949*fr.* 51*c.* per month. The number of passengers was 563,210, or an average of 46,934 passengers per month. During the eight months, from May to December, 1836, the two branches from Mechlin to Brussels, and from Mechlin to Antwerp, produced 734,736*fr.* 20*c.*, or 91,842*fr.* per month. The number of passengers was 729,545, or 91,193 per month. The amount taken during the present year presents about the same average, but M. Nothomb calculates that there will be about the same number of passengers on each of the three lines, so that the number of passengers annually by each line will be 500,000. The annual expenses of each line are calculated at 745,000*fr.*, and the whole expenses, including repairs, interest, and sinking fund, at 1,069,000*fr.* Six millions of capital were raised in the first instance. In order that there shall be no loss, the receipts of the three sections must, therefore, amount to 1,069,000*fr.* The rates of conveyance on the Belgian railroads are much lower than on any of the others. There are places at only 10*c.* (about a penny) the league. On the Liverpool railroad the lowest price is 5*c.* On the railroad from Paris to St. Germain, the maximum price is 40*c.* Six new lines are in the course of construction—from Louvain to Tirlemont, Tirlemont to Waremmes, Mechlin to Louvain, Termonde to Ghent, Waremmes to Ans, and Ghent to Bruges. The sum of 6,603,250*fr.* has already been expended on these lines. In addition to these railroads constructed by the state, thirty-seven are contemplated by private individuals or companies. The most considerable is that between the Sambre and Meuse, which, with its branches, will be twenty-five leagues in extent.

**ST. PETERSBURG RAILWAY.**—The thaw has so far advanced, that the works on this line of railway are to be recommenced at the Umfanga Canal, within the town, in the ensuing week. The whole of the earthwork must be completed by June 15th. The solidity of the embankment has been established by its not having sustained the least injury during the winter. The disbursements since the 1st of January, amount to 289,386 rubles 6 copeks. The Company have disposed of all their shares. The 2500 reserve shares have been placed principally abroad.—*St. Petersburg Zeitung*, May 6.

**RAILROADS IN RUSSIA.**—A railroad has been actually commenced in the neighbourhood of St. Petersburg, which is understood to be the inception of the great project of connecting that capital and its port with Moscow. In time, the same communication will be continued from Moscow to the seaports of Asia, and, if it were not for the Great Desert, say the Russians, even to China, so as to open a vent for commerce from the Baltic Sea to the uttermost East. No where will railroads be made more available than across the pathless wastes of the Russian dominions.—*Frankfort Paper*.

**LONDON AND BRIGHTON RAILWAY BILLS.**—The committee on these bills met on Tuesday, to consider their report, and, after four hours' deliberation, agreed upon a report in favour of the direct line, and against Stephenson's and all others, by majorities, as we understand, of more than two to one. Lord G. LENOX (the chairman) was desired by the committee to present the report to the house, which he did, and it was ordered to be printed and taken into consideration on Tuesday next. The large number of forty-four members attended the committee, being a greater number than on any former occasion. This question may, therefore, be considered as settled.

**IRISH AGRICULTURAL BANK.**—In the accounts of the Irish Agricultural Bank, there is said to be a deficiency to the amount of nearly 200,000*l.*, which no one can explain; a number of the shareholders, in the absence of all other remedy, have been compelled to petition Parliament for an Act to dissolve the concern.

**IRON FROM ANTHRACITE.**—In Mr. Byers's lecture, on Galvanism, when under the head of Electro-magnetism, he exhibited a bar of cast iron, eighteen inches long, and about half an inch square, which was made at the Ynyscedwyn Iron Works, by the hot blast with anthracite. This bar, previous to the lecture, Mr. Byers placed within a helix of coated copper wire, about 100 feet long, and through which he passed two shocks from a small battery; the bar was subject to the action of the battery about two or three seconds, and when withdrawn from the helix, it was found to be permanently magnetized, exactly as if it had been a bar of cast steel. Mr. B. stated he was not aware that cast-iron was affected in this manner, but it was known that common wrought-iron would not retain a charge of electricity so as to become permanently magnetic. Mr. B. therefore, concludes this iron (as now manufactured at Ynyscedwyn) similar to cast steel, as far as its magnetic properties are concerned.—*Merthyr Guardian*.

**STONE COAL IRON.**—What we call stone coal, the learned name anthracite, from the Greek word anthrax, which means charcoal. We understand that a short account is about to be published respecting the newly invented mode of manufacturing iron with that coal; in the mean time we can inform our readers, on good authority, that from repeated experiments made in the presence of numerous persons, it is found that a rail of a certain size, made in the old process, breaks under the weight of twelve tons, and a rail of precisely the same shape and dimensions, made of stone coal iron, broke under fourteen tons and a half; this is of importance in railroads. The stone coal iron is extremely pure, devoid of phosphorus, sulphur, and all other obnoxious substances, and bears a close resemblance, in quality, to foreign iron made of charcoal. One ton of iron is produced from a ton and a half of stone coal in the furnace, and eight hundred weight of small refuse coal for the heating apparatus, whereas two and a half tons of bituminous coal, are required to make a ton of pig-iron, and seven tons to make a ton of bar-iron. Of course, the quantity varies according to the quality of the coal; but, the above will be found a fair average.—*Merthyr Guardian*.

**GEOLOGY.**—M. A. Riviere having made some geological observations in the neighbourhood of Quimper, and other parts of France, has presented a Memoir on the subject to the French Academy of Sciences. He thus expresses himself:—"The level of the soil, starting from the Black Mountains, and in a direction from north to south, declines as far as Quimper, a town placed almost on a level with the sea, and in the centre of a species of basin, from whence radiate several little valleys. This level does not diminish continuously and insensibly; on the contrary, presents very decided shelves or projections, which are always formed of granite, petro-silex, or amphibolite and diorite. The prevailing rocks of the country are gneiss, mica-slate, granite, talc-slate, phyllade, Lydian, quartzite, petro-silex, chlorite, argilo-bituminous slate, slate, psammite, bituminous clay, arkosite, pudding stones, amphibolite, diorite, sandstone, sand, clay, pebbles, or rolled flints, and granite is most abundant. The face of this country has not only undergone some important alterations from atmospheric agency, but at least three violent dislocations. The first has been produced by the re-appearance of granite, the second by exposing the petro-silex, posteriorly to the deposit of talc slates, and even certain sandstones, and before the formation of pit-coal, the progress of which has been complicated by the dejection of amphibolites and diorites. In other localities of the west, still more complex projections present themselves; they are due to the appearance of different rocks, among which we may cite the porphyries, ophtes, and granite of Poasages, in La Venée, and in the environs of Ancenis, in Maine et Loire; which itself has occurred after the deposits of talc slates, and some of the sandstones. Besides the changes of which we have just spoken," says the author, "anomalies in the physical properties of rocks are to be seen at every step, anomalies which are evidently brought about by rocks of fusion, which have penetrated the others in the form of veins or knots."



## PROCEEDINGS OF PUBLIC COMPANIES.

## SOUTH-WESTERN RAILWAY COMPANY.

A general meeting of the shareholders of this company was held on Monday, the 22d inst., at the London Tavern, Bishopsgate-street. Major RICHARDSON in the chair.

The CHAIRMAN observed, on opening the proceedings of the day, that being as totally ignorant of the intents of the party calling this meeting, as he was on the former occasion when he had the honour to preside, he thought the best mode of proceeding would be to call on the party who had convened the meeting, to make known his reasons for having so done: he hoped that the party would come forward, and he had no doubt, that if arguments were laid before them in support of the views of those who had put forth the advertisement, provided they were substantial, and that they refuted those which had been already submitted to the shareholders, the proprietors would recall their former sentiments, as conveyed in the resolution passed on that occasion, and coincide with the present meeting in promoting the undertaking, according to the opinion at which they might arrive.

Mr. BERNARD then came forward, and said if there was any responsibility attached to the convening the present meeting, he was willing, as a party thereto, to take his share.

The CHAIRMAN, presuming that the gentleman who had just addressed the meeting, had taken a part in convening the same, and must be sensible of the views entertained by the requisitionists, called upon him to state his reasons.

Mr. BERNARD said, that at the last meeting the shareholders had passed resolutions expressive of their opinion that it was impossible to proceed with the undertaking, and, under that misapprehension, they clamoured for the immediate dissolution of the company and division of the funds, without inquiry, taking it for granted; and who, indeed, he could only compare to the children of Israel, who would not be comforted. Now, he, together with other parties, was not at all satisfied that such was the case; it was their opinion that the concern would be a lasting and beneficial one, fraught with advantage to the western counties. Mr. Rutter, he thought, had very ably contended the point at the former meeting, and showed the advantages which were likely to be derivable from it.

The CHAIRMAN remarked, that he had better bring forward arguments; the resolutions, he said, were carried at the last meeting by a show of hands, there being 140 or 150 in favour of the dissolution, whereas only five could be found who wished it to be carried on.

Mr. ROACH, a director, said he had come to disclaim, and to deny, what had been said of himself by an individual (who's absence from the meeting he lamented). Mr. King, a solicitor, who had informed several gentlemen that the directors were generally desirous of prosecuting the undertaking, but that one or two individuals of that body, from interested motives, had bought up a great many shares at a very low price, and were now desirous of obtaining the dissolution of the company, in order that they might obtain a profit from the distribution of the funds, which might be more than the shares had cost them. Now, as he was desirous of the dissolution (hear, hear), he denied most distinctly Mr. King's charges; every single share in his possession he had from the committee of management. He had himself obtained *bond fide* subscribers to a large amount: they took the shares upon his recommendation, and now they earnestly advised him to promote the dissolution, it being their united opinion that the concern would never pay; that it would take at least five years to complete, and that they would then get no returns: they wished to invest their money in some more feasible speculation; and as to what Mr. King had said of the generality of the directors being desirous to carry on the undertaking, he could say that the directors had not yet come to any determination as to whether it would be best to abandon the undertaking or to prosecute it: he had felt himself, therefore, bound to act as he had done.

Mr. BRYSON rose, and said that he would pledge himself that no one had taken any part with him in the meeting he had called; that he had done it of himself, and that Mr. Roach was quite unknown to him; but the advertisement which convened the present meeting in favour of the prosecution of the undertaking, spoke of "shareholders and others;" now, he should like to know who, besides shareholders, were concerned in the undertaking. He thought it would be far the best if the caller of this meeting would come forward.

Mr. WHITE then read a letter which he found in the *John Bull*, with the signature of "William Bryson" attached: this letter was recommending the dissolution of the company; it noticed the great pressure upon the value of the shares, and observed, that the directors continued the undertaking, as though they were waiting for all the funds to be disposed of. Now, he thought the idea unreasonable, that certain parties, from interested motives perhaps, should be allowed to effect the dissolution of a great company, to the manifest injury of the rest of the proprietors. What did gentlemen subscribe for?—Why, to get the bill passed in Parliament, and to complete the undertaking. He felt it his duty to come forward and to speak his views; he felt that if he did not, he should be aiding a conspiracy against railroads in general, as these parties, if successful here, would go to any other company and do the same.

The CHAIRMAN said, he would at once tell the meeting what had taken place between the committee deputed at the last meeting, and the committee of management, as it might save a great deal of controversy; both parties, he said, were agreed that the company could not be dissolved at a private meeting, it must be done at a general meeting of the proprietors, duly convened, which meeting the directors promised to call at the earliest convenience.

Mr. WHITE then continued.—The bill was withdrawn this session, after having been once read, which measure was perfectly consistent with true prudence, owing to the great pressure on this kind of property. That the Act of Parliament would be obtained at the next session was quite certain: allusion had been made, he said, to the retiring of certain directors from office. The country members had resigned, because it was the wish of their constituents; and the rest resigned, on account of their being pestered with letters from all quarters. The line itself presented the greatest facilities of any brought before Parliament; only one party had opposed it in the House of Commons; and in proof of the able judgment of that party, he could tell them that turnpike roads were formerly opposed by the same. He condemned Mr. Roach's conduct in coming forward without the knowledge of his co-directors, as a "great want of good taste." To conclude, he would refer all shareholders who doubted the accuracy of the engineers' estimates, to the Great Western Railway Company, the building of the arches of which were under, instead of over, the estimates; having taken all these matters into consideration, he should move a resolution:—"That the shareholders having taken the state of the company into consideration, find it as promising as at its commencement; and believing that the present subscribers are *bond fide*, trust that the directors will use their utmost exertions to carry it through Parliament, and complete the undertaking."

Mr. WOLFE then rose, and spoke at considerable length on the subject of the depressed state of the market; he gave it as his decided opinion, that the original cost of the shares could never be returned to the proprietors, in spite of all calls that might be made; and thought that the undertaking not being sufficiently feasible to induce its continuance, they should at once give it up and divide the funds, but from what had fallen from the chairman on the subject of the intended meeting to be called by the directors, he thought it best to wait for that meeting, and if the directors did not keep their promise, he should move, as an amendment:—"That a requisition be sent in to the directors, desiring a special general meeting of the proprietors to take the subject of the dissolution of the company into consideration."

Colonel HENDERSON then said, he thought such a proceeding unnecessary, seeing that the directors were men of high character, and that they had given a pledge that they would call a general meeting; as the directors had not yet met at their board, it was unreasonable to suppose that the day of the meeting could be already fixed.

Mr. BRYSON then rose to refute the argument brought forward by Mr. White. That gentleman had said that the bill was withdrawn this session, owing to the great pressure on property of this description. Now, as the pressure had influenced this company for the past fifteen months, and as there was not the slightest ground for the hope of its removal, and knowing that the bill, if brought before Parliament again, would be scouted, he thought that such arguments were very insufficient. With reference to what that gentleman had said of the directors retiring from office on account of their being pestered with letters—he would refute that, by giving the names of several directors out of the

number he had written to, who had retired from the directorship soon after the company was formed, rendering it unlikely that they could have retired for that reason—the Hon. Sidney Herbert, M.P., J. W. Scott, Esq., M.P., E. W. Pendarves, Esq., M.P., Sir C. Lemon, M.P., the Earl of Devon, Sir W. S. Trevelyan, M.P., and Henry Seymour, Esq., M.P., were the honourable gentlemen who disclaimed all connexion with the company. Captain A'Court, J. Bennet, Esq., M.P., — Morrison, Esq., M.P., Hon. J. Ponsonby, M.P., and Colonel Seale, returned him no answer to his communications. The subject of the arches of the Great Western Railway Company having been brought forward, he would inform the meeting that there were three only completed, and that was all, and now the company could proceed no further for want of funds. He again remarked on the terms of the advertisement, and proposed that, in order to know if the meeting were composed of *bond fide* shareholders, that every gentleman should sign his name and address.

Mr. RUTTER then said, that he could confirm with pleasure what had fallen from the chairman, relative to the result of their meeting with the board of directors; they had gained what information they required, and were received by them with the greatest kindness, and promised a general meeting as soon as possible: taking this into consideration, he with pleasure should second the resolution; notwithstanding that a great number of his constituents had fallen off, the circumstance of the above-named directors having retired, he thought was of no material consideration, as they had a sufficient number of able directors now on their board, to manage their affairs. There was an individual he said, who was spoken of at the last meeting as having subscribed for the sum of 17,000*l.*, and who had not a house to live in—this, by inquiry, he had found to be incorrect, as the individual was as well able to pay as any of themselves.

Mr. BRYSON said, the secretary told him that the deed was signed by that party by "trick."

Mr. RICHMOND said, he thought the amendment made cast an imputation upon the directors; as they had given their word that they would call a meeting, it was unreasonable, he said, for any body of men to demand from the directors that which they had in fact promised, and no one knew whether the shareholders assembled together were *bond fide* shareholders. They could not in his opinion, at a meeting like the present, come to any decision as to the dissolution of the company; he should therefore move, as an amendment upon the preceding one—"That the meeting do adjourn."

Mr. WOLFE then withdrew his amendment; and Mr. FIELD having preface the amendment to the following effect:—"That this meeting having understood from the committee that a general meeting is promised to be called by the committee of management, do adjourn." It was carried unanimously.

Mr. WHITE's motion being lost, Mr. WOLFE rose to move the best thanks of the meeting to the chairman, for the able and impartial manner in which he had conducted the proceedings of the day. The motion being put, was carried unanimously.—The meeting then separated.

## ORIGINAL CORRESPONDENCE.

## NATIONAL BRAZILIAN MINING ASSOCIATION.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I trust to your justice for inserting this letter in your valuable Journal. In your comments on my late publications, you have presumed that I had, if injured, my remedy at law; under the impression that I was treating with honourable men, I neither sought for witnesses, nor committed to parchment the promises which were made to me, hence, as the eminent counsel before whom I placed my case declared, I had on the directors of the National Brazilian Mining Association a strong moral claim, but a weak legal one.

With respect to the communications from Brazil, which were submitted to the shareholders, I had no control over them. I suppose that the shareholders were satisfied with the manner in which their business was managed, since, at the general meeting in 1830, they bestowed their thanks on the directors, and voted to Mr. Oxenford a piece of plate of 100 guineas value, besides 100 shares at *par* price (the market price being about 16*½* p.), to which he had established a claim, founded as the Report, p. 30, sets forth, "upon circumstances unnecessary further to advert to." *Pro pudor!*

As regards the deception attempted to be practised on the Brazilian government, I have to state that I believed the project with which Mr. Oxenford embarked for Brazil, in 1828, to be feasible, until the letters and documents he sent home from that country convinced me of its rottenness, which I forthwith explained to the directors—that they did not profit by my explanation was not my fault.

You do me but justice in concluding that, whenever I make any assertion, the proofs of its correctness are not distant. You experience a difficulty in *disbelieving* in the business habits of Mr. Oxenford's coadjutors—turn to Report No. ii. p. 29, you will perceive that two highly respectable gentlemen were, in 1830, elected as auditors,—turn to Report No. iii. p. 35, where a balance-sheet appears—do you find on it any auditors' names? Was this omission business-like?—*pro pudor!*

You argue that my salary ought not to have been increased, because the mine did not pay dividends; this is a fallacious opinion,—promises may be discreet or indiscreet, but when given ought to be fulfilled, and under no plea, rest assured, is it to the advantage of shareholders that faith should be broken with their officers. To justify the application of the screw to me, it should have formed part of my agreement, which it did not; to justify its general application it should have reached the officers in Brazil, which it did not; nay, to be quite impartial, it should have embraced the Leviathan himself, for what was Mr. Oxenford when abroad but the paid agent of the company? *Au reste*. Mr. Editor, you may gain or lose by your Journal, but if the latter, you still reward those you employ—you may be ill, but, cured or not, the M.D. receives his fee—ill fortune may attend you in chancery, but you do not the less remunerate the counsel. I have seen Mr. Oxenford's measures lead to the waste of thousands—it has fallen to my lot to lay bare his innumerable errors, yet upon Mr. Oxenford the shareholders have lavished their favours, and it is to me that they will not be honest?

The disclosure I have made respecting the produce abstracted from Colonel Jacinto's mine, you cannot, you own, but be alive to, although you regret having been awakened to the transaction through a confidential officer of the association; if the degree of confidence reposed in me may be gauged by the amount of salary I received, then I imagine it was not very great, as there were persons employed by the directors in Brazil, who could scarcely write their own names, yet who were paid far larger salaries than I was; however, *passé pour cela*, I proceed to the pith of your dictum—either I had, or had not a right to make known the deceit practised on Col. Jacinto—and if you assert that I had not, I assert that I had, and I bring the following reasons to bear upon this subject:—

1. The directors have done me a great injustice, and a great injury in leaving me at my advanced years to toil for that bread which, had I my due, would be already mine. In exposing consequently, the directors, I have but availed myself of the *lex talionis*, the only law within my reach, and the only one of which to my apprehension they could be made to feel the sting.

2. Under whatever name the directors may choose to class my proceedings, they have no right to complain, because they cannot come with clean hands into Court; let them purge themselves of their foul act towards Colonel Jacinto (it will require somewhat stronger evidence than Mr. Oxenford's bare word to do this) and they may then, but not before, turn to me; whenever that day arrives, be it near or distant, they will find me prepared to answer any charge.

3. You treat of the documents adduced by me as private documents—the letter addressed by me to Mr. Oxenford, in 1828, before I was an officer of the association, and which he has had the taste to publish may strictly be called a "private document," but there exists a wide difference between my friendly communication and the office papers. I was a partner in the Mocimboa and Cuzco companies from their onset—I am a partner in them still; and although, as far as I am concerned, I have deputed others to manage *pro tempore* my affairs, I do not by that step surrender my right to any of the joint-stock property, every particle of which is, *pro rata*, as much mine as it is the directors.

4. Were I for mere argument to admit that I was not authorized, generally to inspect the various documents belonging to the association, I should nevertheless, contend, that in the present instance, I was so. I refer you to Report No. iii. p. 1, written by Mr. Oxenford, wherein you will perceive, that the directors take credit to themselves for having placed before me "the original mining reports, drawings, ground plans,

sections, books, accounts, all the information possessed by their own body." I refer you to Report No. iv. p. 1, also from the pen of Mr. Oxenford, wherein credit is again taken by the directors for the details which they had put before the shareholders; indeed, the directors here expressly state, "that it has always been their wish that every shareholder should be as conversant as themselves, with the actual state of the affairs." I have, Sir, you see, been invited to the banquet, and have partaken of the goods the gods provided me—can you wonder?

Finally, no individual has less the inclination than I have, to lay down rules for the government of others, but I maintain, that if a man were bound by a promise to secrecy (which as secretary, I was not further than by implication), there may come to him the knowledge of many things, which so far from acting honourably, he would be acting dishonourably, in not disclosing. Had Bellingham told me he was about to murder Mr. Perceval, I should have run to the civil magistrate;—were a second *Guilty Faux* to unfold to me his scheme for the annihilation of the Lords and Commons, I should hasten to the Home Department. Napoleon was once offered by the Queen of Sicily the destruction of the entire English army in that island—his sole reply was, to incarcerate her majesty's messengers, and send intelligence of the proposal to the British General. Mr. Fox was offered, during the war, the murder of Buonaparte—he forthwith imparted to him the proposal. Without, therefore, accumulating illustrations, I may safely affirm, that the propriety or impropriety of publishing any circumstance must depend, not on the act of the disclosure, but on the nature of the circumstance disclosed; hence, I maintain, that I did what became me, in holding up to the scorn it merits, the directors vile proceeding in Colonel Jacinto's regard; of which, should any of your readers for one instant doubt the character, let him apply his hand to his heart, and ask himself as before his Maker, what title it ought to bear. I seek not, I repeat, to palm my principles upon my neighbours, I may err—as who may not—but if I do slip, I can at least affirm, that I stumble in good company, since I find my principles on the present question to coincide with those of some of the greatest writers and most upright lawyers that this country ever produced.

I am, Mr. Editor, your very obedient servant,  
London, May 25: 1831. HENRY MOUNTNEY.

\* Vide Paley's "Moral Philosophy," also the celebrated cause of Annesley v. the Earl of Anglesey, tried in 1743, before the Barons of his Majesty's Court of Exchequer in Ireland, wherein it was held by the three learned judges, who gave their opinions *seriatim*, that under peculiar circumstances, such as in the case of a wicked project for instance, an attorney even was bound to disclose the secrets of his client. I possess the trial, and would place it at the disposal of any gentleman.

## BRAZILIAN COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I notice with satisfaction the intimation of a shareholder in the Cata Branca Mining Company, that the directors, by omitting their annual summons of the proprietors, had exposed themselves to unpleasant comment; but, feeling satisfied in my own mind that the affairs are under honourable conduct, I regret that uneasiness should unnecessarily be excited. I have, for my own part, construed it into a desire, on the part of these gentlemen, to defer assembling their constituents until they were in a situation to announce a *liberal dividend*, and this naturally from the improved product of the mine. Still I agree with my complainant fellow-shareholder, that annual meetings are most desirable, whatever may be the state of the undertaking, as, if unsatisfactory, the directors may thus relieve their minds from an unpleasant onus, and, under prosperous circumstances, are themselves so desirably placed, as to feel reason for publicity. Now, I am strongly inclined to suspect, we, as shareholders, are placed by its admirable conduct, in the latter predicament, and therefore, it is right our directors should maintain no reserve whatever. Indeed, I look shortly for that degree of productiveness, that will warrant their desiring our assembling half-yearly, for the gratifying purpose of announcing liberal dividends; for, though, Mr. Editor, such as are on the spot have free access to the correspondence as it arrives, and to the absentees your valuable Journal supplies transcripts from such modicum, still I would advocate our meeting at stated periods, to obviate all unpleasant feeling consequent on its neglect. I am almost satisfied, that not a shadow of discontent would exist, if we were fairly in possession of facts, and familiar with our balance sheet.

May 20. I am, Sir, your very obedient servant,  
A SHAREHOLDER.

P. S.—*Entre nous*, in proof of rectitude of purpose in "the direction," their worthy chairman, at the last meeting, intimated to the proprietors, that two auditors had been appointed. There your correspondent has the advantage of me; he will readily remark, "What signify auditors where no accounts are forthcoming?" I could also remind him of a further remark from the said chairman, by way, then, of apology for a somewhat longer interval having elapsed since a previous meeting than the board wished, or words to that effect; but then calls were rife—it is now to be hoped they are out of vogue in this flourishing concern!

## CORNWALL GREAT UNITED MINES.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I am directed to inform you, that the "facts," stated by a person writing in your Journal, under the signature of "Veritas," are not correct. The clause in the report read at the meeting referred to, is as follows:—"The directors have pleasure in stating, that most splendid discoveries of copper lodes are taking place in the adjoining sets, some of which run through the company's property. It is the opinion of the ablest miners, that many of the present lodes, particularly Wheel Jenkin, will become copper lodes in depth." There are three copper lodes in this neighbourhood, two of which run through the company's property; viz., the Clannacombe copper lode, being a lode of grey copper, and producing more than forty-four per cent., and a copper lode cut last March. Another copper lode lies to the south of the company's property, as was stated at the meeting, and the specimen produced from it, was exhibited to show the nature of the lode, as was also stated. The other specimens were from the two lodes referred to. I am, Sir, your obedient servant,  
37, Old Broad Street, May 18. J. SPARKE, Sec.

[We regret the delay in the insertion of the above letter, which should have appeared in our last Number. We are at all times most anxious to correct, as we are to avoid, any misrepresentation, and trust that the explanation afforded may, so far as refers to our correspondent's letter, have the desired effect.—Ed. M. J.]

MINE ACCIDENT.—On Thursday, the 11th inst., a pair of miners, working in that part of Dolcoath mine, commonly called "The Valley," had a very narrow escape for their lives. A large portion of the rock above them gave way, threatening them with instant destruction. Fortunately, however, no lives are lost, and only two of the party were hurt, one of them having his thigh badly fractured, and being otherwise very seriously injured. In this part of the mine the workings are carried to a most unusual extent, being so wide that no timber can possibly reach from side to side, and still the lode is found to extend to a greater width. In order to come to work on the sides of these immense chasms, or gullies as they are commonly called, the miners commence their operations at a level where timber will fetch, to which timber they fasten what they denominate a "swing stage," this they contrive to drop against such part of the side as they intend to take away, and then letting themselves down by means of a "swing-chain ladder," they contrive to blast down immense quantities of rock. The rock thus broken down is generally of a coarse quality, and the greater part of it comes down so large that it frequently requires blasting again before it can be sent to the surface. In some instances, a single rock thus blasted down has been known to give a pair of tributaries sufficient employment for a two months taking, and to yield them handsome wages. In operations of this sort the casualties are numerous, and frequently of a very serious character, as many a maimed and mutilated miner, and many a gravestone in the neighbouring church-yards bear record. Sometimes the sides of these gullies commence running of their own accord (as was the case in the present instance), and in some instances to a fearful extent, indeed, on one occasion, some years since, the most serious apprehensions were entertained that it would run along to the surface.

THE EXPORTATION OF THE PRECIOUS METALS.—The exportation of gold and silver coin and bullion, from the port of London to foreign ports, continues progressively to increase. The amount so dispatched during the past week, ending the 23d instant, is as under:—Gold bars to Rotterdam, 488 oz.; gold coin to Mauritius, 33,477 oz.; silver coin to ditto, 14,665 oz.; ditto to Trinidad, 217,487 oz.; ditto to Rotterdam, 24,900 oz.; ditto to Calais, 120,000 oz.; silver bars to Calais, 30,000 oz.





MEETINGS OF SCIENTIFIC BODIES  
IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
British Architects	43, King-st., Covent-garden	Monday	8 P.M.
Civil Engineers	1, Cannon-row	Tuesday	8 P.M.
Zoological	28, Leicester-square	Tuesday	8 P.M.
Society of Arts	Adelphi	Wednesday	7 P.M.
Geological	8, Somerset House	Wednesday	8 P.M.
Royal	Somerset House	Thursday	8 P.M.
Antiquaries	Somerset House	Thursday	8 P.M.
Royal Institution	Albemarle-street	Friday	8 P.M.
Royal Asiatic	14, Grafton-street	Saturday	2 P.M.

## SOCIETY OF ARTS.—MEETINGS OF COMMITTEES.

MONDAY, 29 (Morning).—Miscellaneous matters, at two, on a reference to examine what repairs of the Society's premises are necessary to be done.—(Evening) Polite Arts, at half-past seven, on specimens made by candidates.—Mr. Birch's drawings of a marine steam-engine.—Mr. J. Esquilant's ornaments in leather for mouldings, &c.—and other matters.

TUESDAY, 30.—Mechanics, at half-past seven, on Mr. J. Gray's instruments for tooth-drawing.—Mr. H. Chapman's improved cross-trees for ships of war.—Mr. J. B. Humphreys on Mr. Dodds' safe plug for steam-boilers.—Mr. C. Walters's reflector for street lamps.—and other matters.

WEDNESDAY, 31.—Meeting of the Society, at half past seven.

MONDAY, JUNE 5.—Accounts, at half-past seven, on the monthly audit;—after which, correspondence and papers, on the volume of Transactions.

TUESDAY, 6.—Correspondence and papers at eight, on a letter from Dr. Horsfield—a reference respecting the Wednesday night meetings of the Society, and other matters.—After which, a joint committee of correspondence and papers, and manufactures, on Mr. Archer's letter respecting the engravings of Needham's cotton machinery.

PUBLIC COMPANIES.  
MEETINGS.

South Polgoth Mining Company	12, Pancras-lane	May 29	3.
London and Croydon Railway	London Tavern	29	1.
Gwiner Mining Company	Great St. Helens	30	1.
Bolivar Mining Association	9, Austin friars	30	1.
North Consols Mining Company	Lombard-street Chambers	31	1.
Rio Doce Mining Company	George and Vulture Tavern	31	1.
Wicklow Copper Company	Dublin	June 1	1.
Stanhope and Tyne Railway Company	26, New Broad-street	2	1.
British Tin Mining Company	5, Adam's-court	2	12.
North Cornwall Mining Company	Lombard-street Chambers	5	1.
Llanelli Railway and Dock Company	London Tavern	5	1.
Grand Junction Canal	Crown and Anchor Tavern	6	11.
Hayle Consols Mining Company	6, Freeman's-court	6	1.
Redruth United Mining Company	George and Vulture Tavern	7	1.
United Hills Mining Company	5, Adam's-court	7	1.
Kent Railway Company	George and Vulture	8	1.
Colombian Mining Association	3, Freeman's-court	13	2.
Altona, Hamburg, and Lubeck Co.	George and Vulture	21	1.
Cornwall United Mining Association	Truro	21	1.

## CALLS.

Great Western Railway	51	May 29	Harford and Co., Bristol; Bank of Liverpool.
West Wheel Jewel Mining Co.	10s.	June 1	23, Threadneedle-street; Western Dist. Bank, Truro.
London and Croydon Railway Co.	51	2	Jones, Lloyd, and Co.
Durham County Coal Company	4s.	20	Williams, Darlington Dist.
European Gas Company	2s.	July 10	Ladbroke and Co.
Alliance Gas Company	1s.	12	Ladbroke and Co.
Birmingham and Gloucester Rail.	24s.	Aug. 1	Birmingham Banking Co.; Gloucester Banking Co.; and Glyn and Co., London.
Treburget Mining Company	5s.	Aug. 9	Vere, Sapte, and Co.

## DIVIDENDS.

United Hills Mining Company	1s.	May
Anglo-Mexican Mint Company	12s.	June 1.

## NOTICES TO CORRESPONDENTS.

NATIONAL BRAZILIAN MINING ASSOCIATION.—We insert in our present Number, the letter of Mr. Mouteney, which appears to us to require some slight comment, but which, we defer making until next week, when the letter of "A Shareholder," which is not in perfect accordance with the views entertained by Mr. M. will be inserted, the latter having come to hand too late for this week's Journal.

The letter of our Falmouth correspondent "F." shall receive attention. We have to express our thanks.

WEST ST. AUBYN MINE.—In reply to "A Large Shareholder," we can only say, although shares may not be obtained under the price mentioned by him, it is no criterion as to the selling price, or their intrinsic value.

"F.A." is informed, it was not our fault—"H" should be reproved.

THE MINING JOURNAL,  
And Commercial Gazette.

LONDON, MAY 27, 1837.

The continued and, we regret to say, unmitigated depression, which is still felt throughout the whole range of commercial affairs, forms, at the present time, a subject of intense and absorbing interest. On this subject we have before repeatedly treated, and however desirous of a more pleasing theme, it still continues imperatively to demand our constant and earnest attention, as, on viewing the posture of affairs which now prevails, it is evident that the utmost care and circumspection are needed to meet the exigencies of the case, and to conduct us again to a more prosperous and more healthy state.

That such a state will in the end result, we may feel assured, and that time alone can bring us to it, is a truth too obvious to require argument; but it is certain, that in attaining this consummation, much will depend upon the measures which are now adopted—that should these measures be judicious in themselves, and well-timed in their application, the present period of suffering and depression may be greatly shortened—while, should they, on the other hand, be erroneous in principle, or too long procrastinated, the evils of the present moment may be prolonged greatly beyond their proper and natural period of termination. Much, then, depends on the judgment of the mining interest at this time, as regards its true welfare, and on the promptness and unanimity of action by which this judgment is followed up.

The measure which would most effectually accelerate a return of prosperity and of remunerating prices, so soon as the aspect of commercial affairs generally begins to brighten, is one to which we have, on a former occasion, alluded—a temporary diminution of our mineral produce—and to this important subject we shall again direct attention, feeling daily more strongly convinced of the necessity of such a step being taken, and of the beneficial results which must flow from it, if generally adopted.

For the last six or eight months the price of the metals has been rapidly declining; there has been, indeed, scarcely a tendency towards improvement, or a check in the progress of depreciation. The deterioration which has been experienced in the value of the mineral produce, which is most abundantly furnished by the mines of this country, will be seen at a glance from the short statement which we subjoin, showing the price of the metals per ton, at two equal periods of five months distant, and commencing from last July, when the decline had not yet commenced:—

	Pig-iron.	Bar-iron.	Copper.	Tin.	Lead.
	per ton.	per ton.	per ton.	per ton.	per ton.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
July, 1836	8 0 0	11 15 0	112 0 0	126 0 0	27 10 0
Dec. 1836	6 10 0	10 15 0	104 0 0	100 0 0	23 10 0
May, 1837	5 10 0	9 10 0	84 0 0	95 0 0	20 0 0

It is evident, that a market falling so rapidly as that of the metals has done, within the period referred to, requires to be supplied with

no ordinary degree of caution, as sales cannot be effected beyond the actual demand of the moment, without occasioning a still further reduction in price, as the buyer must continually look forward to disposing of his produce at a still lower rate than at the time of purchase.

Should our usual production of the metals continue to be maintained under these circumstances, it is perfectly evident that the depreciation we have pointed out must still proceed, and that it can only be checked by reaching a point which occasions the stoppage of a large number of mines, and a consequent diminution in the supply, sufficient to produce a more brisk demand. In this case it is, of course, the poorer mines which will be stopped (under any circumstances, indeed, many of them must give way), but the richer ones will also feel the depreciation severely, although better able to contend with it.

A general contraction of our mining operations to the lowest scale upon which they can be well maintained, is at the present time a most desirable object; a further decline in prices would, in this manner, speedily be checked—an accumulation of stocks would be avoided—and we should soon approximate towards a better state of things—an object so desirable, that it is worth all the sacrifices necessary to attain it.

Of the difficulties necessarily attendant on such a course, we are well aware; but how often does it happen that the interests of the present moment are wholly incompatible with future advantage, and that the latter can only be attained by, in some degree, sacrificing the former. The bad policy of exhausting mines at a time when their value is so greatly depreciated, and indeed still falling, must be evident to all, and the profits made under such circumstances, must be dearly bought, as they can only be obtained by sacrificing a much larger prospective gain. We have heard of cases when, in times of depression, the owners of mines have endeavoured to maintain their accustomed rate of profit by increasing the produce of the mine in quantity, in the same proportion that it declined in value—a course so ruinous to themselves, and so detrimental to the general interest, as hardly to require comment.

On the present occasion we hope that a very different line of conduct will be pursued, that our supply of the metals will be at once reduced (and we believe a small reduction would be sufficient to turn the scale); that further depreciation will be arrested—the accumulation of heavy stocks avoided—and the mining interest thus placed in a condition to receive immediate benefit, as soon as a general amelioration of affairs shall take place. In order to ensure this result, a true perception of our own interests, and prompt action, founded upon that conviction, are alone necessary.

We would point out for imitation the line of conduct pursued by the iron masters under the present depressed state of commercial affairs, and the prompt, energetic, and combined efforts, by which alone they have prevented a depreciation of the most ruinous nature in the value of their property. The iron trade is now, of course, much depressed, in common with all others, but the depression, which is actually felt, is trivial compared to what it would have been, had not a large number of furnaces been "blown out," and the make of iron greatly reduced, as soon as it became apparent that such a course was necessary, and could not, without danger, be postponed or avoided.

There is at the present time a large amount of mineral produce raised from foreign mines by English companies, which is brought into this country, and which, from the superior richness of the ore, may afford profit at a lower price than our own. In this case, the inducement to act in the manner we have proposed is certainly less strong, but as many of the parties concerned are also interested in English mines, and whatever profit they may be able to make when the ore is at a low price, will be much increased when it becomes higher; we cannot consider it their interest to act in opposition to the course we have pointed out.

## THE FUNDS.

## CITY, FRIDAY EVENING.

Most of the British securities have been heavy, their value having been depreciated by the amount of money stock brought to market this day. Consols have declined to 91  $\frac{1}{2}$  money, and 91  $\frac{1}{2}$  time. Three-and-a-half per Cents. Reduced Annuities are 97  $\frac{1}{2}$ ; New Three-and-a-half per Cents., 99; Bank Stock, 206 money, and 206  $\frac{1}{2}$  time; India Stock, 260  $\frac{1}{2}$  for money. Exchequer Bills have improved, under the impression that the Chancellor of the Exchequer will attempt to reduce the daily rate of interest upon them; the last quotations are 37, and India Bonds have partaken of the same impulse, since they are quoted at the same rate.

Business has been limited in the foreign house to-day, there appearing no disposition for speculation, although, from the easy state of money on the Stock Exchange of late, it was anticipated; but it has been undoubtedly checked by fears of great importations of foreign stocks. Spanish Bonds have declined to 22  $\frac{1}{2}$  ex Coupons; Old Coupons, 53; and the New May Bonds, 30. Passive are 5  $\frac{1}{2}$ ; Deferred, 8  $\frac{1}{2}$ ; Portuguese New Bonds, 47, and the Three per Cents., 29  $\frac{1}{2}$ . Dutch Stock is 53  $\frac{1}{2}$ ; the Fives, 98  $\frac{1}{2}$ .

The share market has been flat during the week. Great Western, 1  $\frac{1}{2}$  pm.; Rennie's Brighton, 1  $\frac{1}{2}$  dis.; Birmingham have receded to 41 pm.; and Greenwich are at 3  $\frac{1}{2}$  dis. London and Westminster Bank,  $\frac{1}{2}$  dis.

## LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 91  $\frac{1}{2}$ ; Exchequer Bills, 35 37; East India Bonds, 35 37; Dutch Five per Cents., 99  $\frac{1}{2}$ ; Ditto Two-and-a-half per Cents., 53  $\frac{1}{2}$ ; Portuguese Five per Cents., 47  $\frac{1}{2}$ ; Ditto Three per Cents., 29  $\frac{1}{2}$ . Railways:—Stephenson's Brighton, 3  $\frac{1}{2}$  dis.; Great Western, 1  $\frac{1}{2}$  2 pm.; London and Birmingham, 40 2 pm.; Southampton, 23  $\frac{1}{2}$  2  $\frac{1}{2}$  dis.

LONDON, MAY 26.—Copper is somewhat firmer; tin remains steady; lead dull of sale, but without reduction; iron in little demand; spelter again rules higher.

TRURO, MAY 25.—Average standard, 98l. 0s. 0d.—Average produce, 8  $\frac{1}{2}$ —Average price, 5l. 6s. 6d.—Quantity of ore, 3631.—Quantity of fine copper, 302 tons 3 cwt.—Amount of money, 19,627l. 11s.—Average standard of last sale, 100l. 1s.—Produce, 7  $\frac{1}{2}$ .

LIVERPOOL, THURSDAY NIGHT.—On Friday and Saturday last, six failures took place here, of highly esteemed houses, and causing much depression in trade, which still remains in a most languid state. It is said, that an old and largely funded firm, which had retired from the toils of business, is about to be re-established, and that it will resume the American trade.—A petition was respectfully signed on Tuesday, praying the Government to take into consideration the overland journey to India.—Mr. Waghorn was in Liverpool on Saturday.

LIVERPOOL AND MANCHESTER.—The announcement that five failures had taken place in Liverpool, and one in Manchester, created much gloom upon the Royal Exchange on Monday. We need not say that this continued dropping of houses, which a few months ago, were considered of the highest stability, has created an unprecedented degree of anxiety.

## MINING CORRESPONDENCE.

## ENGLISH MINES.

## BRITISH TIN MINING COMPANY.

May 15.—Great Wheal Venture Mine.—Twelve Fathom Level.—Fagan's lode, in the west end, is from eighteen inches to two feet big, producing some good work—this end is suspended for want of air, till Osborne's shaft is holed; these men have joined the shaft-men, to make dispatch. Twenty-two Fathom Level.—East end, on the south part of middle lode, is about twelve inches wide, and tiny. We are not working on the new caunter discovered in this end; as soon as this end is gone by a little, I hope we shall explore it, by two men. Fagan's lode, in the west end, is from one to two feet wide, and tiny, and the price of the ground reduced from 6l. to 3l. per fathom. The ground in Osborne's shaft is much the same as last reported, and the ground in the engine-shaft favourable.

May 22.—The ground in Osborne's shaft continues favourable, working at 1l. per fathom. Twenty-two Fathom Level.—South part of middle lode, in east end, is from twelve to eighteen inches wide, producing tin stuff. Fagan's lode, in east end, is from five to six feet wide, producing some good work—this end is improved since my last. Fagan's lode, in west end, is from one to two feet big, and tiny. Our engine-shaft will be down to the thirty-two fathom level in a day or two. J. BRAY.

## ROCHE ROCK MINING COMPANY.

May 22.—The back of the sixty fathom level continues in favourable and tiny ground; the lode is hard, but profitably worked. The back of the fifty is hard, but just as usual for tin. The forty fathom level is in good tiny ground, to the west of the shaft. At the thirty the pitches and the other bargains have a little improved for tin, and the lodes are large. From the appearance of the ground in the east shafts, we expect the lode will prove more than usually productive. S. ROBINS.

## NORTH CONSOLS MINING COMPANY.

May 20.—By driving the bottom level the last four days, we find the lode about two feet wide, chiefly composed of spar and prlan; a small quantity of munda, spotted with yellow ore—speedy for driving, and not of an unfavourable appearance. The eight fathom level east, on the new lode, at this time is very small, composed of munda and small bunches of black ore, of low quality. In the shaft under this level the lode is about ten inches wide, composed of spar, &c., spotted with yellow ore. We have not sunk this shaft as fast as we expected, by a great deal, as we unexpectedly met with water, and, in consequence, have been obliged to put the men to sink a fork in the south wall, to drop the whim water barrels in. In the sixteen west, on the same lode, its size is about ten inches wide, composed of spar, and ore; we shall put the men to drive, in the next week, east, at the same level, where the lode is much larger, and has a better appearance. Driving the twenty-four east, we still find the lode very large, intermixed with black and yellow ore. T. TIPPETT.

## REDRUTH UNITED MINING COMPANY.

May 22.—I see little or no alteration in this mine (Uny) since my last. At Buckett's the lode in the thirty-two fathom level, west of Buller's, is about two feet wide, in which we have this day broken good stones of copper ores, which we calculate will produce twenty-five per cent. In the said level, west of the sluiceway, the branch is about one foot wide, producing a little copper ore. The lode in the twenty fathom level, west of Buller's shaft, is about one foot wide, poor at present. The lode in the twelve fathom level, west of the aforesaid shaft, is about one foot and a half wide, composed principally of spar. At Clijah the lode in the back of the twenty fathom level is just as I stated in my last. R. GOLDSWORTHY.

## HOLMBUSH MINING COMPANY.

May 22.—I beg to inform you that the lode in the eighty fathom level west is two feet wide, all saving work. The lode in the stoops, in the back of this level, is one foot and a half wide—a very good course of copper ore. The lode in the east end, at this level, is much the same as last reported. The lode in the sixty-two fathom level west, is one foot and a half wide, very promising. The lode in the fifty-two fathom level west, is one foot wide, composed of munda and stones of ore. The lode in the twenty fathom level east, is two feet and a half wide, chiefly munda and caple. The stoops below this level are poor. We have no material alteration in any other part of this mine since my last report. S. SECCOMBE.

## TREVORGUS MINES.

May 20.—Our dressing is suspended until we can pump the water to the dressing floors from the engine, which we cannot do for some short time, as we are changing our lift of pumps. In the winze, south of the shaft, there is a large kindly lode, with good stones of ore. In the north, at the deep adit level, we have a large and very promising lode, producing very fine grey and yellow stones of ore; and some little silver, with every indication of making much a few fathoms deeper. Next week we shall put men to raise copper ore from a bunch we have in the south adit; it looks as if we should raise some quantity from this place. We shall also place some men in a winze or stoop, on the course of lead near the engine-shaft. GEORGE ABBOTT.

## SOUTH WHEAL LEISURE MINING COMPANY.

May 20.—I was underground yesterday, and found the lode at the twenty-five fathom level full four feet wide, of a hard nature, comprising a large portion of blende, some munda, spar, and spotted with yellow ore throughout its size. At present we are not driving the fifteen fathom level. RICHARD ROWE.

## FERRAN CONSOLIDATED MINING COMPANY.

May 22.—After surveying these mines to-day, I consider the prospects, both as respects the tinwork and tribute departments, to be still equally as encouraging as when noticed in my last report. This day we commenced carrying the lead ore to Truro, to be shipped for Bristol, and which we hope to complete to-morrow. The quantity weighed off here, in tons, was 43 tons 19 cwt. RICHARD ROWE.

## TAMAR SILVER LEAD MINING COMPANY.

May 22.—We have not yet cut through the lode in the seventy-five fathom level, but it appears to be from one foot and a half to two feet big, and produces very good work. The lode in the eighty-five fathom level is about a foot big, producing silver lead ores. The tributaries are breaking very good work in the pitch in the 125 fathom level, north of engine-shaft, and the lode is about three feet big. At our monthly setting, on Friday next, we shall have a new pitch to set in the seventy-five fathom level. MARK JAMES.

## EAST CORNWALL SILVER MINING COMPANY.

May 23.—We cannot speak of any alteration at Mexico or Flap-jack since our last, having done but little in that part of the mine, in consequence of having the men employed in taking up the materials in St. Vincent. We are getting on very well with the clearing the shafts, &c., and hope to complete it on or before the end of the week, which will be in good time to get things ready for the sale. R. BENNETTS. J. WILLIAMS.

## REDMOOR CONSOLIDATED MINING COMPANY.

May 22.—We have this day sampled two parcels of silver lead ores. No. 1, computed sixteen tons. No. 2, computed six tons; samples of which you will receive by this day's mail. Our sumpmen have commenced cutting a plat at the fifty fathom level, and as soon as that is completed, they will begin to drive a cross-cut to cut the lead lode, which will be proceeded with as rapidly as possible. I cannot inform you of a material change in any of our operations. HENRY RICKARD.

## EAST WHEAL STRAWBERRY MINING COMPANY.

May 22.—The sumpmen have finished the plat at the thirty-five fathom level, we have put them to drive a cross-course at the same level for the purpose of intersecting the Trewhithen south lode and the Great Stopes lode. The ground being so much improved, we have been enabled to set it at 4l. 10s. per fathom; the price paid for the cross-cut above was upwards of 7l. per fathom. At the twenty-five fathom level the lode is improved in the past week, having broken some good work for tin, and which still continues making tin, but not rich. At Orchard the lode in the sixteen fathom level is about three feet big, producing some tin. The lode in the twenty-four fathom level continues to produce good work for tin; the other parts of the mine do not vary from our last report. FRANCIS EVANS.

## ST. HILARY MINING COMPANY.

May 20.—Fifty Fathom Level East.—I can report no alteration in the lode at this level. Fifty Fathom Level West.—We have got through the slide at this level. We shall shortly cut into the lode which stands to the north, and we expect from the appearances at the forty, over this level, will be productive going west, and that we shall shortly be in a situation to resume sinking the new western whim-shaft under that level, to the fifty. Sixty Fathom Levels, East and West.—We have commenced driving, and shall continue to extend these levels as fast as possible. We have extended up to the present moment about from three to four fathoms. The lode in both ends maintains its size, being from eighteen inches to two feet big.

May 23.—I beg to inform you that we have this day sampled fifty-eight tons of ore at Wheal Leeds, but time prevented our dressing more, and we were necessarily obliged to omit a few tons. C. N. BEATER.

## ENGLISH MINING COMPANY.

May 23.—Very little alteration has taken place in either of the mines since my last report. Annexed you have the produce of our sales on Thursday next—those of St. George would bring a good round sum, had the standard been at any thing like a fair average. You will observe, that the produce of the seventy-two tons from the new pitch, on Humphries' lode, is sixteen—this is good. St. George.—98, 42; 84, 84; 72, 16; 63, 63; 49, 64; 34, 54; 15, 54. Wheal Leisure.—64, 54; 24, 34; 22, 54. Wheal Produce.—48, 54; 32, 54. H. HUMPHRIES.



## WEST WHEAL JEWEL MINING ASSOCIATION.

May 22.—Buckingham's Diagonal shaft is about six and a half fathoms under the twenty fathom level; here we find good arches of copper ore, which the old men left to support the shaft. We expect to be at the thirty fathom level this week, which is called the bottom, where we shall meet with this lode in whole ground, and have to explain its prospects. We have cleared the deep adit, west from Buckingham's shaft, about twelve fathoms in the past week; our object in clearing this level, is to take up the water in the going down further east, which we can see in the twenty fathom level, and we also expect to make pitches above and below this level. Quarry shaft is ten fathoms under the shallow adit, it is favourable for clearing; there is about six fathoms more to deep adit. Our present views in doing this is as before stated, viz., to clear the deep adit, west on Tolcarne tin and copper lode, where we expect to set tribute pitches as soon as this is done, knowing that there is tin ground in the bottom of the shallow adit. In driving west on Morcom's lode, at the deep adit, we found it better to go by the side of it, as the ground is softer than the lode itself. In the ensuing week we shall take down the lode, and write up its appearances. Our object in driving this level is to get as far west as Hodge's cross-course, which is about twelve fathoms, as by this cross-course Wheal Damsel made the largest bunches of ore.

## CORNUBIAN MINE.

May 20.—This being our setting day, I beg to give you the report of this mine. In the sixteen fathom level east, the lode is improved, it is five or six inches wide, very rich, and looking very promising. The same level west, is in a disordered state. The same level, on the west counter lode—this lode is from two to two and a half feet wide, with a plenty of lead in it. The eight fathom level, on the Chiverton lode, looks well at present; I hope we shall have a good bunch of lead there soon. The same level, on the east counter, we have not cut the south part as we expected. All our pitches are looking well.

## GWINEAR MINING COMPANY.

May 20.—Engine Shaft.—We have this last week been much troubled with the water, which has inconvenienced the men greatly in sinking, as it has rendered the shaft extremely wet; the water is coming principally from the old workings, to the north of the shaft. The shaft has been sunk and secured to about a ten fathom level. I consider it may be advisable to cross-cut at once from the shaft and let down the large body of water in the old workings. On this point I shall have Capt. Richards's opinion, who will attend on the mine on Monday next. The ground in the shaft is good, and no delay will arise on that account in getting speedily down to a twenty fathom level, under the adit.

## FOLDBREEN MINING COMPANY.

May 20.—Mortimer's lode, at Stainby's thirteen fathom level, has this week improved as to size and quantity, being from one to two feet big, producing good work for tin. The Downright lode, at Vice's engine-shaft, (twelve fathom level), is not altogether so good as reported last week, but still rich, and likely to produce a great deal of tin. The Flat lode at this level (the twelve) is also looking well, having, with two parts of tributaries, very encouraging prospects. Dorcas's lode at this time is small, but rich. At Thomas's we have a continuation of a good bunch of copper ore.

RICHARD ROWE.

## WEST WHEAL BROTHERS MINING COMPANY.

Henrietta lode, in the thirty-three fathom level, continues large and very regular, producing tin as heretofore, or rather, from its present appearance, as the increase, inasmuch that I am of opinion it will prove ultimately a very productive lode. I set a pitch in the back of the thirty-three to the bottom of the twenty-three, until the first Saturday in July, at 8s. in the pound, the tributaries paying for clearing, &c. I intend putting men to sink a winze on the lode under the thirty-three; and, from the nature of the ground and present prospects, I think considerable quantities of tin will be raised between that level and the forty-three. The ground in the bottom of the engine-shaft is looking better, nearly clear of the hard floor, so that the cross-cut will be free from it: we shall reach the bottom of the forty-three next week. I have suspended sinking Lowe's shaft; there is no alteration in the other parts of the mine.

J. CARPENTER.

## ALBION MINING COMPANY.

May 23.—The lode in the seventy fathom level, east from engine-shaft, is three feet wide, composed of spar, and a little ore. The lode in the sixty fathom level, on the south part of the caunter, at this time is split in two parts—the north one contains a small branch of ore, two inches wide; the south one has a kindly appearance. The lode in Nicholson's shaft, under the forty-seven fathom level, is still very large, producing large and good stones of ore. The lode in the forty-seven fathom level east, on the south part of the caunter, has also a very promising appearance, and hope in our next we shall have to state it to be a productive level. The lode in the winze, under the forty, is ore throughout, of a promising character. The lode in the forty fathom level east, is improving in appearance and size since my last; this adit is driven furthest east from engine-shaft, and at this time assumes a clearing appearance.

J. MIDDLETON.

## NORTH CORNWALL MINING ASSOCIATION.

May 20.—Wheal Hope.—I feel pleasure in saying that the mine generally looking much better than when I addressed you last. In the west end of the seventy-five fathom level, we have a very kindly lode, producing good stones of lead. East end, same level, just as when I last reported. In the winze, we have a good lode, producing good work. In a pitch, at the bottom of the fifty-eight fathom level, we have a lode from two to two and a half feet wide, very rich; and we expect to raise an increased quantity this month. Wheal Thomas.—In this mine I cannot speak of any particular alteration. The west end seventeen fathom level, there is a very kindly lode, producing good stones of lead—but the east end is poor.

J. STEPHENS, Sen.

## WHEAL BROTHERS MINING COMPANY.

May 22.—I beg to inform you, that the lode in the adit end is about a foot thick, kindly but not rich. The lode in the thirty fathom level west is about two feet big, composed of carbonate of iron, mudiic, and flucan. The driving of the thirty fathom level east is, for the present, suspended, it being fast approaching the Wheal Sisters east. The water is now about five fathoms above the forty fathom level. The engineers are getting on satisfactorily with the engine work, several parts of which are already fixed, such as main beam and cylinder. I regret to state that we have met with more difficulty than we had anticipated in getting home the boiler, owing to its weight and unwieldy bulk, and the hilly and contracted roads, so that it only arrived on the mine on Friday last.

G. BENNETTS.

## UNITED HILLS MINING COMPANY.

May 23.—New Engine Shaft.—We are getting on well with sinking this shaft. Twenty-five Fathom Level.—We have communicated the winze from this level to the adit. In the east end of this level the lode is about one foot wide, poor at present. In the west end, the lode is about eighteen inches wide, good ore. Adit Level at East United Hills.—There is no alteration at this level since last reported. Adit Level.—In driving east, the lode is about two feet wide, producing ore of a fair quality. In the western end the lode is eighteen inches wide, good ore. Ten Fathom Level.—The lode in this winze is small, with some stones of ore. Twenty Fathom Level.—At this level the lode does not look so well as it did last week. Twenty-one Fathom Level.—In sinking this winze the lode is two feet wide, one foot of which is good ore. In the western end the lode is small and poor. Twenty-seven Fathom Level.—In driving this level east, the lode is two feet wide, eighteen inches good ore. Thirty Fathom Level.—The lode in this level is three feet wide, two of which are very good for ore. Thirty-six Fathom Level.—There is no alteration at this level since our last report.

CYRUS PENROSE.

## BRITISH COPPER MINING COMPANY.

May 24.—We yesterday sampled 187 tons of ore. I see no change in any part of the mine since my last report, except in the fifty-two fathom level east, where the labourers broke yesterday stones of ore of excellent quality. The lode has a settled and promising appearance.

JAMES STEPHENS.

## HAYLE CONSOLS MINING COMPANY.

May 22.—The alterations (if any), at Trevidgia, since my last letter, are so considerable, that a detailed report of the present state of the mine would be nothing more than a repetition of my former letters; appearances there are nothing worse. We shall sell our tin (about two tons) on the 24th inst. At Hayle Consols, Edmond's lode, in the twenty fathom level west, is about one and a half foot wide, and presents a much more promising appearance than it has done since we first cut it at that level. In the twenty fathom level south we have cut a lode about two feet wide, but are not quite satisfied whether it is Trundle lode or a branch from it. We shall commence driving west on it to-morrow; and there being various branches, containing mudiic, blende, &c., still in the end of the cross-cut, we shall continue driving there also, in order to be more certain about Trundle lode. The engine-shaft is being sunk at the usual rate.

J. TREBILCOCK.

## FOREIGN MINES.

## IMPERIAL BRAZILIAN MINING COMPANY.

Ouro Presto, March 6.—I trust the falling off in the produce of the mine, accomplished in the returns sent in my last, and in my present letter, will not unnecessarily create any alarm or despondency. Our operations in January and February of this year have established the existence of a rich vein, in an immense virgin field, and upon this fact the most rational and well-founded expectations may be formed of a new and lengthened period of success before us.

Mar. 11.—You will observe, by the mining captain's report for the month

of February and to the 8th March inclusive, that the works in the western ground are proceeding satisfactorily (though not with the brilliant success which attended them in the early and middle parts of last month), inasmuch as the vein continues in sight and to look kindly. Our reduced force, as I have mentioned on a former occasion, does not allow us to make so much of success when we meet with it as we otherwise should, or to make efforts in search of it, which are at all proportionate to the object in view, and to the means by which it is to be obtained. We are only working on the vein or veins in three places, viz., fourteen fathom level, west of Duval's shaft; new north vein, in the twenty-one fathom level, west of Aveline's shaft; and in the bottom of the twenty-seven fathom level, west of Lyon's shaft; and from all these places we are obliged to take some of our few hands to sink or hole shafts or rises, so that the veins remain, comparatively speaking, idle. In your most brilliant years of success, the produce would have exhibited the same fluctuation it does at present, if the works had been confined, as they now are, to one or two places, because it is not in the nature of mining that a vein or veins in a particular spot can continue uninterruptedly to yield rich stuff as the west vein did during the greater part of February and some part of January, when, however, as in former periods, many productive places are worked at the same time, which I hope again will be the case when we have more force to open the ground in depth and extent; in various places the same constancy in the favourable nature of the returns may be reasonably expected. The works are proceeding satisfactorily at Taboleiro under Mr. Hocheder's superintendence, and the immediate inspection of Capt. Angove. An inclosure is now in progress round the Taboleiro ground which is contiguous, and has hitherto been exposed to the high road to Socorro. Mr. Hocheder has attached an amalgamation process to the Eliza stamps by way of trial.

I am in very frequent communication with Mr. Morgan, who reports to me that the establishment at Gongo is, generally speaking, proceeding quietly and satisfactorily in its various branches and avocations. I have much pleasure in adding, that Mr. Jones and his family arrived safely at this place yesterday afternoon; they this morning resumed their journey towards Gongo, which they ought to reach on or about the 14th. J. V. DUVAL.

Total workings from 8th February to 8th March, twenty-five days.—Stamps, 58 lb. 4 oz. 12 dwt. 18 gr.—279 lb. 9 oz. 15 dwt. 1 gr.—The produce of the month of February was 316 lb. 9 oz. 5 dwt. 4 gr.—The total produce from the 1st January to the last date, March 8, is 502 lb. 3 oz. 15 dwt. 4 gr.—Rio de Janeiro, March 22.—Exchange, 34.—Stock, 884.

## LIVERPOOL AND MANCHESTER RAILWAY.

[Abridged from the Manchester Guardian.]

A communication, signed "T. G.," has been going the round of the London papers (having made its first appearance in the *Times*), which, though not in form an advertisement, we have little doubt has been paid for at an extra rate of charge, in order to secure its publication under another guise. The initials at the end of the communication, with the contents of the document, we presume almost identify it as the production of a gentleman who has long made himself conspicuous as a very zealous, if not very wise or scrupulous defender of the superiority of canals over railways.

We should have thought it altogether supererogatory to make any remarks on this document, if we had not seen the notice which has been taken of it by the London papers, and if we had not ourselves this week been gravely asked whether we thought the Liverpool Railway had really yielded any profit, or whether the dividends had not all been paid out of capital. Perhaps, however, under the actual circumstances, some little notice of the statements of the paper in question may not be amiss. We extract from it the following passage:—

We would recommend to capitalists and the public the perusal of a bill now in progress through Parliament for Amending the Acts under which the above great undertaking was formed. The following curious and interesting facts appear on the face of this document:—

The Liverpool and Manchester Railway was incorporated by Act of Parliament in the year 1825. The capital of the company was 510,000*l.*, apportioned in 5100 shares of 100*l.* each, and on this capital the company was restricted to a dividend of 10 per cent. . . . 510,000 0 0

In the year 1829 this capital was increased by an addition of shares to the extent of . . . 127,500 0 0

In the year 1830 it was again increased by an addition of shares, to the extent of . . . 150,375 0 0

Under subsequent Acts the company have raised by sale of shares, or obtained on loan, further sums to the extent of . . . 427,500 0 0

By sale of shares and borrowing, the company have thus raised the total sum of . . . £1,224,375 0 0

Of this amount 808,025*l.* has been converted into stock; the remaining sum of 416,350*l.* is held on loan by the company.

In the bill now before Parliament, it is stated that the "whole sum of 1,224,375*l.* had been expended in or about the said undertaking, railway, and works;" but that though the railway has been opened to the public, "the same, and the works connected therewith, are not yet completed; and that it is expedient that the company should be authorised to raise more money for the purpose of the said undertaking." On this narrative the bill proceeds to authorise the Liverpool and Manchester Railway Company to raise, by the sale of shares, or to take up on loan, an additional sum of 400,000*l.*, in order to complete and finish the railway—thus raising their capital to the enormous sum of 1,624,375*l.* sterling.

This passage, though a great part of it professes to be quoted, is full of misrepresentations. The incompleteness of the works has reference to the new tunnel (or rather station) at the Liverpool end; to alterations and enlargements at the station at the Manchester end, and to the new laying of the line with heavier and stronger rails. None of these are works which were contemplated in the first formation of the railway, or which constitute any indication of its incompleteness according to the original design. On the contrary, they have been rendered necessary by its constantly growing increase of business; or, as regards the rails, by that practical experience which was wanting when the railway was first laid, but which has now been supplied. The new tunnel alone, we believe, has cost upwards of 150,000*l.*; and the new rails will, probably, be 50,000*l.* more. These things, of course, have nothing to do with the first-estimated cost of the line; they formed no part of it; in fact, they were not contemplated until long after its opening.

But the most astounding misrepresentation in the passage is, that, by the bill now before Parliament, the company seek power "to raise their capital to the enormous sum of 1,624,375*l.* sterling." The sum of 400,000*l.*, which the Act is intended to authorise the company to raise, is not an addition to the 1,224,375*l.* already expended; but it is meant, by the creation of new half shares, to enable the company to pay off and extinguish the bulk of the mortgage debt of 416,350*l.* at present owing by them. Of this fact it is almost impossible to conceive that the writer of the communication in the *Times* can have been ignorant, set forth as it has been in the published report of the directors, dated the 27th July, 1836.

The main statement on which the writer proceeds being thus shown to be contrary to the fact, the inferences founded upon it, are, of course, worthless. We will quote one of them, however, just to show the animus of the writer. Several others are equally at variance with the fact:—

The railway was opened for traffic from end to end in September, 1830; and in the period of six years, which elapsed from this opening till the year 1837, the proprietors have divided 442,504*l.* 7s. 6d. In the same period they have obtained on loan, or by sale of shares, a sum considerably exceeding this amount paid away in dividends.

The impression intended to be conveyed by the above passage is, that the company have been borrowing money on the one hand, and paying it away in dividends on the other, all the time since the railway was opened. Nothing, however, can be more grossly inconsistent with truth. The total capital in shares and loans, on the 31st December, 1831, was 1,024,375*l.*; and the total capital now, including the large new warehouses built since that period, and the entire expense of the new tunnel, is 1,224,375*l.*, the whole increase having been expended in new works. The charge of paying their dividends out of their capital, was thus noticed by the directors, in their report of the 23rd January, 1833:—

It has been asserted, and repeated with so much apparent confidence, that indifferent persons might imagine there was some foundation for the statement, that the dividends of the company have been paid, not from the profits, but from the capital of the concern. Though aware that this slander has been hazarded on occasion of several of the declared dividends, the directors have hitherto considered the imputation unworthy of notice; nor would they now have deemed it necessary to reply to so absurd an insinuation, if they had not understood, that in distant parts of the country, where the establishment of railways is at present under discussion, and where the example of the Liverpool and Manchester Railway is naturally referred to by the advocates of similar undertakings, parties have hesitated in giving their support to the proposed schemes, on the ground alluded to; and appeared to expect from the managers of this concern an official declaration on the subject. They beg leave, therefore, to state distinctly, that the charge of paying dividends out of capital is absolutely and altogether groundless. The total amount of capital stock created from the commencement to the 31st Decem-

ber last, whether in shares or by loan, is 1,024,375*l.*, every £100*l.* of which has been expended on the works; the particulars of each item being duly registered in the company's books.

After such a disavowal as this, we cannot but be surprised to find the repetition of the accusation again hazarded. That it should be so, even by parties personally interested in attempts to misrepresent and disparage the railway, cannot but excite surprise at their hardihood. That their statements should for one moment be credited by the conductors of respectable London journals, is, however, still more incomprehensible.

In a word, the communication in the *Times* is a palpable and wilful attempt to misrepresent and deceive; and the comments of some other papers thereon are either similar attempts, or they are melancholy evidences of a disgraceful extent of ignorance, and an unaccountable readiness to be imposed on.

A reply to the letter of "T. G." appears in the *Times* of Tuesday, May 23, in which the writer (W. S. Moorsom, late Captain 52nd Civil Engineer) observes:—

The principal points advanced by "T. G." are the enormous expenditure, the loans additional upon capital, and the exemption from taxation of the company.

It is true, that up to the present time, the expenditure in the railway and works connected with it, has been about 1,200,000*l.*, which, divided along thirty miles of railway, amounts to 40,000*l.* per mile; and it may be equally true, that an additional sum will shortly be expended upon the undertaking, which, if added to the former, and distributed along the same distance, will produce 50,000*l.* per mile. It may also be true, that the sums borrowed by the company exceed the aggregate sum they have shared in dividends; but here commences the fallacy of "T. G." The Liverpool Company have borrowed these sums—as all other public or private parties borrow—on the substantial security of their assets, and they have expended the loan upon additional works, which have produced, and are at this moment producing, a proportionate and liberal return upon the expenditure. If "T. G." will peruse the half-yearly returns of the company, to which he refers as the ground of his statement, he will observe that the dividend of ten per cent. is paid to the shareholders after deducting the interest paid to creditors upon the sums borrowed. Additional traffic has steadily flowed on to the railway, for which additional works have been necessary, and additional capital, which produces a corresponding return to justify its expenditure, has been raised to meet this circumstance.

"T. G." adverts to a large increase of contemplated expenditure on the works of the London and Birmingham Railway, beyond the sums originally contemplated, as triumphantly exhibiting the hopelessness of profitable return upon this and (by inference) upon similar undertakings.

Had "T. G." accompanied this fact by its true concomitant, viz., the fact of additional lines of railways and sources of income having opened upon the London and Birmingham, subsequent to its origin, which bid fair to realise about fifteen per cent. upon the total capital, after payment of interest on loans, he would have obtained more credit for candour among those acquainted with the subject he has ventured to handle, than can now be assigned him. The cream of the matter seems to exude in "T. G.'s" patriotic indignation upon the supposed "exemption" of this reckless Liverpool and Manchester Company from "taxation," to which coach-masters and turnpike-roads are subjected. Had "T. G.'s" investigation been directed to this item, upon the face of the same half-yearly returns of the company, he might have discovered that "taxation" for coach-passengers, and highway and poor-rates, is incurred by this company to the extent of more than 12,000*l.* per annum.

I have endeavoured to condense as much as possible, consistently with advertising to the prominent points of "T. G.'s" position, and to show "T. G." that I fearlessly court the inquiry both of himself and the public.

## FATAL ACCIDENT AT THE ARGOED COLLIERY.

On Wednesday week, immediately after the dreadful catastrophe related in our last Number, the whole available force of the steam-engine was put on the pumps, for the purpose of drawing off the water, in the hope of saving some of the thirty-two human beings entombed in the mine. On Friday afternoon the mine was emptied sufficiently to admit several persons to enter the shaft, and notwithstanding the great danger attending the undertaking, there was scarcely a collier in the neighbourhood that did not, without an instant's hesitation, offer his services. Six men were selected from the numbers presenting themselves, who immediately sought the courses of the mine most likely to lead to the recovery of the bodies and the rescuing any who might have providentially escaped. On reaching the shaft they fell in with several bodies of the drowned men, and were attracted to an air-hole in the seam by hearing groans issuing therefrom. It is impossible to describe the joy felt by these men on discovering the fate of their companions, four men and six lads, still living. The poor fellows had crept into the narrow passage, where they had sustained life for three days and two nights. They were in the most exhausted condition, so weak from wet, cold, and hunger, that they could not walk. Notice was given to the medical gentlemen of the neighbourhood, several of whom immediately attended at the pit's mouth, and directed the best mode of treatment to each sufferer as he arrived at the surface. A little weak broth or gruel was given to them, and they were removed to their homes in light carts, with straw over the bottom, the people of the surrounding cottages bringing the blankets from off their beds in which to wrap them. After the searchers had afforded every aid in their power to the above ten persons, they again entered the engine-shaft, and made a minute search for any others that might still be living. Hearing a groan in another air-hole they took from it a boy, who was in so weak a state that he expired immediately on being brought into the air. Up to Monday morning ten bodies of the drowned men had been picked up, on whom an inquest was held in the afternoon of that day. Roberts, one of the men rescued from the mine, said that the first alarm he had was from one of the colliers named Jones, calling to him to leave the seam, as the water was breaking in; but thinking that the boys had given a false alarm, he disregarded the warning and resumed his work, which he had scarcely commenced when the alarm was given a second time. He then went to the engine-shaft, but found the water too high in it to allow of escape. He then returned and tried to gain a passage through an air-vent hole into the bye-shaft; but the passage was too narrow, and he was fixed in the place where he was found. The seam of coals rose at the rate of one yard in three, by which means he and those in the air-hole with him were between thirty and forty yards higher than the pit's bottom. Three men, named Ither, Williams, and Jones, who were endeavouring to gain the same place of refuge, were carried away by the flood. On the same evening the boys were crying for food, when Roberts and Kendrick recollected they had a few slices of bread and butter in their pockets, which they divided amongst them. For three days they were cramped up in this narrow passage, during which the cries from the boys were of the most heart-rending description. The water did not rise so rapidly at the place where the men employed in the engine pit were engaged, as in other parts; but the poor fellows saw their danger, and became sensible that it was impossible to escape. An elderly man, named Robert Owens, and William Williams, both of whom have perished, called the men together addressed them on the awfulness of their situation, implored them to join in prayer to the Throne of Mercy, which they all continued to do until the gradual rising of the flood hurried each individual into eternity. Several others of the sufferers confirmed the above evidence, and all joined in acquitting the underground agents, overseers, or proprietors, of the least blame. After a long address from the coroner, the jury returned a verdict of "Died from Suffocation;" they also accompanied the verdict with a declaration that no blame attached to the proprietors or the agents. On Tuesday a meeting of the surrounding gentry was held at the Red Lion Inn, Mold, when a subscription was entered into for the relief of the families of the sufferers; 230*l.* was subscribed in the room before the meeting separated. —*Chester Gazette.*

HAYLE CONSOLS MINING COMPANY.—The affairs of this company have excited considerable interest, from the announcement of a sale, by auction, of the shares which had been declared forfeited by the general meeting. Mr. Warton was employed to conduct the sale, and although a disposition was evinced by some present to promote a public discussion—and we believe a protest against the sale was served on the auctioneer, on behalf of some of the defaulters—Mr. Warton proceeded according to the directions he had received, acting in conformity thereto, and stating that he had come there to sell, and not to argue points which gentlemen might raise. The lots were generally passed—but some sold at one shilling per share, and some at one penny per share, subject, however, to the purchasers paying up the calls in arrear.

BRUSSELS RAILWAY.—The *Courrier Belge* states that an interruption nearly took place in the travelling on the railroad from Brussels to Antwerp, a few days since, by the circumstance of all the engineers and machine-workers, having been decoyed by the Chevalier de Gerstner to proceed to Russia. Fortunately the English engineer remained true to his engagements, and arrested the progress of this untoward event.

COAL.—The greatest coal field in the world, probably, lies in the valley of the Mississippi. It would cover a space of 900,000 square miles, equal to the half of Europe—or 1500 miles in length by 600 in breadth.

The London and Birmingham Steam Carriage Company has been dissolved.



## THE PREPARATION OF CHINA-CLAY.

"An intelligent foreigner says, in travelling from Paris to Petersburg, from Amsterdam to the furthest part of Sweden, and from Dunkirk to the extremity of the south of France, one is served at every inn, upon English (earthen) ware. Spain, Portugal, and Italy, are supplied with it; and vessels are loaded with it for the East Indies, the West Indies, and the continent of America." \* \* \* "The manufacturing part alone in the potteries, and their immediate vicinity, gives bread to 15 or 20,000 people, yet this is but a small object, when compared with the many others which depend on it."—*Lardner's Cyclopaedia*, xxvi., 16-20.

Mr. Barlow in the "Encyclopedia Metropolitana" states that the Cornish china-clay forms from eight to twenty-eight per cent., of body of porcelain, and the china-stone from four to eight per cent., whilst in the glaze from twenty-three to forty per cent. of the stone is employed.

Dr. Boase says that the quantity of china-clay exported from the neighbourhood of St. Austel

"Exceeds 7000 tons per annum: and when to this is added the amount of china-stone, which is about 5000 tons more, the whole forms a very important branch of commerce. In estimating the value of these works to the community, it must also be remembered that they are situated in bleak barren moors; thus affording employment and support to several hundred persons, where the impracticable soil would hardly maintain a single family."—*Cornwall Geol. Trans.* iv. 236-7.

There are three districts in this county in which the china-clay and china-stone occur, viz., in the parishes of St. Austel, St. Mewan, St. Stephens, St. Dennis, and Roche, all near St. Austel: in the parishes of Breage, and Germoe, near Helston; and in the parish of Towdnack, near Penzance. The two latter are, however, quite insignificant, when compared with the first named.

"The china-stone is a kind of granite, the felspar of which has undergone a partial decomposition: it is carefully selected, so as to be entirely free from schorl; and requires no other preparation for the market than to be broken into a size convenient for carriage. This granite is of a peculiar nature; it does not contain any mica, but numerous glossy scales of greenish yellow talc. \* \* \* These beds of porphyritic granite are very numerous. I could not ascertain their bearings in every case: they were, however, very commonly from north to south, or rather east of north, and west of south."—*Boase. Cornwall Geol. Trans.* iv. 236.

In all granite districts, observes Dr. Turner, "Phil. Mag." 1833, iii. 22.) the formation of porcelain clay from the rocks, rich in felspar exemplifies in a striking manner the affinities of water and carbonic acid, for potash and soda, and that of oxygen, for iron.

"It is probable that the long-continued action of pure water might produce decomposition; but the effect of its affinity for the alkalis of the rock is materially aided by that of carbonic acid for the same basis. This is shown by the increased decomposing power of water, when charged with carbonic acid, and by the action of moist carbonic acid gas on granite."

It has been seen by the foregoing extracts, that the prevailing opinion is that china-clay is derived from the decomposition of the felspar in a particular kind of granite; our object will now be to describe the operations pursued for the separation of the clay from the other constituent minerals of the rock, with which it is found mixed.

The vegetable mould and rubbish (meat-earth, and overburden) being removed, several pits or tanks are prepared and rendered water-tight: they are so placed that a communication may at pleasure be made, or stopped between almost every one of them.

The first two or three of these are about ten or twelve feet in length, and three or four in breadth and depth; the others are much larger, say from thirty to forty feet long,—fifteen to twenty feet wide, but of much the same depth as the first.

A stream of water is now introduced at the highest part of the spot intended to be worked, and a fall of a few feet is preferred, in order to facilitate its action on the friable material; which is not unlike mortar in appearance, and contains abundance of silicious gravel; much as quartz is disseminated in the parent granite. The action of the water on the clay is assisted by the workmen, who agitate it with shovels, pick-axes, and other tools; and it is thus carried, in suspension, into a furrow, through which it is conveyed into the pits or tanks. Much of the silicious and other ponderous matter subsides in the channel, and in the first pit; whilst substances of smaller gravity are carried into the adjoining ones (the *mica-pits*), whilst the fine clay, being more completely suspended in the water, is carried into the larger receptacle, where it gradually subsides, and the colourless liquid is permitted to escape through apertures prepared for the purpose, at small heights above each other, so as to allow of its draining off, without disturbing the sediment of clay.

In tempestuous weather, however, the subsidence of the clay occupies a very much longer time than ordinary, and artificial means are employed for effecting it. A solution of alum is sprinkled on the surface of the turbid liquid, from a common garden watering-pot, which occasions the clay to fall down very rapidly.

When a sufficiently thick deposit of clay has been thus obtained in the tank, as much as possible of the supernatant liquid is allowed to run off, and the clay is removed to another place, where being more thinly spread, evaporation is facilitated. This is accomplished by means of a common lifting pump, of small size, which is introduced into the first receptacle, and empties itself into the second. The mud, however, is so thick, that it will not readily flow towards the pump, which it is scraped by a toothless wooden rake; and even after it has been raised by the pump, it is so dense as to require being raked therefrom, and into the second pit.

When the moisture has evaporated sufficiently to bring it to a proper state of consistence, it is cut into rectangular lumps, of from six to twelve inches square, which are (as the season may be), removed either to the adjacent plain or into the drying-house, which is a shed open at the sides, and contains frames on which the clay is so placed as to permit a free circulation of air. When dry, the clay is scraped free from all impurities, and packed in cases for the market.

The best qualities are perfectly white, but the inferior have some slight tinges of yellow; all are, however, free from the smallest traces of grit.\*

It is exceedingly curious, that those who are conversant with the preparation of china-clay, will readily ascertain the position which each end of a given lump occupied with respect to that of the pump, by which the mud was drawn from one tank into the other. Because, when scraped with any sharp instrument in a direction contrary to that which it flowed, a smooth surface cannot be obtained; whilst, when the direction of the current and of the scraping are coincident, it readily presents an even surface.

There is something very interesting in this fact, which, if properly understood, might perhaps throw some light on the bedding and lamination of rocks, and other intricate problems of geology.

Much has been said on the causes of the decomposition of the felspar in the granites (protogines), which contain talc instead of mica, but there seems good reason for the opinion of Dr. Boase ("Phil. Magazine" for the present month), that it is owing to some peculiarity in the composition of the felspar itself. This excellent analyst has examined some of the china-clays of Cornwall, and finds

	St. Stephens.	Breage.
Silica . . . . .	39.55	40.15
Alumina . . . . .	38.05	36.20
Magnesia . . . . .	1.45	1.75
Water . . . . .	12.50	11.66
Insoluble residue, quartz and talc . . . . .	8.70	9.50
	100.25	99.25

The inquirer may find much instructive matter in all the authorities we have quoted; and as well in Berzelius, *Traite de Chimie*; Becquerel, *Traite de l'Electricite*; and Berthier, *Annales de Chimie*, lxi. 225.

\* The drying pits are covered with the refuse quartzose sand, previously to being used, in order to prevent the clay adhering to the bottom.

SINGULAR CIRCUMSTANCE.—A few weeks ago, as the workmen in the employ of Messrs. Crawshaw and Co., iron-masters, in the Forest of Dean, were sinking a pit at Lightmore, they were surprised on observing a fine frog leap from the centre of a large mass of stone, which they had just blasted. The impression of the creature was perfect on the solid rock.

STARS.—In a letter addressed to M. Arrago, and dated the 15th of February, 1837, it is stated that a number of falling stars were seen in Russia, at Bogouslowsk, to the north of the Ural, in sixty degrees of latitude. They occurred in the night of the 12th to the 13th of November, 1836, between three and four o'clock, and were first seen in the Lion; their apparent course took them towards the Great Bear. They were also seen on the same night, and that of the 13th and 14th, in the south of Russia, at the mines of Lougan. M. Paravey gives the information, that mention is made of a remarkable fall of stars, in an old history of Anjou, and which took place in 1060.

## GEOLOGICAL SURVEY.

(From the U. S. Albany Argus.)

The geological reports are published as an Assembly document, and are accompanied by a communication from the Governor to the legislature, detailing the appointments made, the salaries paid to the respective surveyors and assistants, and the amount thus far expended upon the work, viz.: \$7769 74. The Governor also mentions some judicious alterations from the original plan of the Secretary of State, and at the same time submits to the consideration of the legislature the appointment of an additional surveyor, to attend exclusively to the fossil remains.

The reports constitute a pamphlet of 212 pages, which contains a great amount and variety of information relating to subjects of practical utility, which are presented in a simple and intelligible style, totally divested of all technical descriptions and scientific disquisitions. The object of the annual reports appears to be, to present such matters of general interest and importance as should at once be known to the people of the State, and to record all discoveries or observations that concern subjects of immediate practical application. Considerations strictly scientific are very properly deferred to the final report.

The account of the various mines of iron, lead, and zinc, situated in the northern counties of the State; the quality and composition of the various ores; the yearly amount of metals manufactured from them, with the valuable suggestions relating to a more judicious mode of working, are matters that must interest a large portion of our citizens, in addition to those directly engaged in such operations. In the hands of the geological surveyors, we expect that the whole mineral resources of the State will be developed; new deposits of iron and other metals discovered, and that improved processes for the reduction of the ores may be suggested by the science and experience of the gentlemen engaged in this important work.

In the United States, individuals engaged in mining, and in the smelting of ores, do not avail themselves of the lights and aids of science, as in England and in other parts of Europe, where either the proprietors or their managers are scientific as well as practical men; or the works are carried on under the control or direction of persons appointed by the government. In Germany and France, a regular apprenticeship is served at the School of Mines, where not only is a regular and systematic manner of extracting the ore practically taught, but the composition of the various ores, and the proper and judicious modes of preparation, the nature of the various fluxes required in each particular case, and all other matters relating to the final process of smelting or reduction, are practised under the superintendence of the most enlightened and scientific men of the country, who are appointed and paid by the government. There the mines are a source of national income, and employ a considerable proportion of the population, whereas in this country, until within a very few years, mining operations were unknown, and we suspect that they are not at present so profitable as they should be. Individuals frequently engage in them without any previous experience, and by injudicious management and careless and insecure operations, ruin a good mine and themselves at the same time. As an example of the importance of science to mining affairs, we would refer to the case of the Franklin furnace, situated in Sussex county, N. J., which was erected in the vicinity of a vast deposit of ore, supposed to be iron from its appearance and external characters, but which in the furnace could not be melted with the greatest heat. The ore only softened and settled down into a mass called by smelters a salamander. Upon a subsequent chemical analysis of the ore, it was found to contain sixteen per cent. of manganese, which rendered the iron infusible.

The numerous and extensive deposits of limestone and other rocks adapted to architectural purposes, including the variety used for water cement, and the extensive beds of plaster, iron and other useful minerals, contained in the counties adjoining the Erie canal, are sources of income to our western citizens, which ought not to lie hidden or unnoticed; and we doubt not that many important discoveries will be made by the surveyors during their detailed examinations of this part of the State.

The salt region is one of the chief treasures of the State, and will doubtless receive the particular attention of the geologists in whose district it is contained. Whether rock salt exists, or will be discovered in this region, is a subject upon which no decided opinion is given in the report; indeed, upon so important a point we should not expect a decision until after repeated and close examination of the salt region in connection with the surrounding districts. Whether the discovery of rock salt would be an important one, we are unable to judge. Gen. Dix, in his report to the Legislature of last year, refers to the great consumption of wood at the salt works, and the consequent increase of expense in manufacturing salt when wood shall have become scarce, which will necessarily be the case in a few years. Our salt springs furnish a strong brine, and if the rock salt should contain impurities, which would require its solution and subsequent evaporation, perhaps the process would be as expensive as the present one of separating the foreign matters from the brine and boiling it away to dryness. For many purposes, however, as for packing meat, the impurities generally contained in rock salt might not be considered as prejudicial.

We should judge, from the tenor of these reports, that there is but a slight prospect of finding coal in any notable quantity within the boundaries of the State. The district embracing the southern tier of counties, or those which border on the Pennsylvania line, was considered to be that in which there was the greatest probability of the existence of coal, but in the report of that district, it appears that those counties consist of the sandstones and shales which support the coal strata. In short, the coal region of Pennsylvania does not extend into the State of New York, as had been presumed from the slight examinations heretofore made. We have heard at different times of the discovery of coal, particularly anthracite, near Poughkeepsie, Newburgh, and at several points in the Highlands, but presume that it occurred only in small seams or veins, of themselves of no particular value; but whether they are important in the way of indication of other and more valuable deposits in the vicinity, is a question that would depend upon the character of the surrounding rocks, and which we leave to the judgment and experience of the geologists themselves.

A plausible statement recently appeared of the discovery of coal at Haverstraw; but it was subsequently contradicted by persons of intelligence who visited the spot to satisfy themselves of the fact, when they found that a large quantity of black shining slate had been dug out as coal. We have known of frequent mistakes of a similar kind. At Troy, and at Van Wic's Point, this black slate, with a shining or glazed surface, can be seen in great perfection; at Hudson, and indeed all down the river as far as the Highlands, it presents the same character; but we are satisfied, that although it resembles anthracite in one particular, viz., in being black and shining, in its nature it differs essentially from coal or any other combustible.

If the coal formation, or those rock strata which generally contain coal, do not exist in the State of New York, the sooner we are informed of the fact the better, in order that all useless explorations may be avoided, and the time and means of our enterprising citizens be employed in more promising pursuits.

Our farmers will notice some judicious observations upon the different soils, and their appropriate manures, where such are applicable. Numerous beds of marl appear to exist in the State, which are valuable for the above purpose, and in some instances, are considered as good as plaster, and is considered by many agriculturists, to be as valuable and efficient as the article brought to us from Nova Scotia.

The surveyors were appointed late in the summer, and were engaged during their first short season in making a hasty tour through their several districts, in order to obtain a general idea of the character of their rocky strata, and to determine upon the plan of their future detailed examinations. The first annual reports are from observations made during this preliminary reconnaissance.

Upon the whole, we consider these reports to be of a highly interesting and valuable description, and a good evidence of the manner in which this important work will be conducted. We regret that we cannot notice more particularly the many interesting subjects embraced in this pamphlet, but we recommend its perusal to all of our citizens, with the conviction that its pages will furnish them with matters of high interest and instruction.

Governor Marcy, in his communication accompanying these reports, evidently considers the compensation allowed to the surveyors, viz., \$1500 to the principal, and \$800 to the assistant geologists, as rather small in comparison with the allowance made in other States. It appears that out of the above sums, they pay all their travelling and other expenses, and are expected to be engaged in the field from five to seven months of each year. It is a matter of justice as well as sound policy that persons employed in a work of such extent and importance, should receive a compensation more than sufficient to pay their mere personal expenses. It may be, however, that the honour of being engaged in an undertaking of such a character, may compensate them in some degree for their time and labour, and for the knowledge and experience, the results of long study and application, which they bring to the discharge of their duties.

THE NORTHERN AND CENTRAL BANK.—An arrangement has been entered into between the committee of shareholders appointed at the meeting held on the 20th ult., and the present board of directors of the bank, by which the remaining members of the original board agree to tender their resignations, as soon as the debts owing by the bank to the Bank of England and the London and Westminster Bank are paid; the directors to elect immediately six gentlemen to add to their body as directors, the names to be furnished by the committee; and a general meeting of shareholders to be held, after the debts of the two above-named banks are paid, to receive a full and correct statement of the affairs of the bank, &c. *Manchester-Guardian*.

## THE INFINITUDE OF ANIMALCULE CREATION.

The last number of the *Edinburgh Review*, commenting on Dr. Buckland's late work, has the following striking remarks on the infinitude of animalcules, of which a great portion of the earth is composed:—

"Dr. Buckland now proceeds to the most important and popular branch of his subject—to give a description of the most interesting fossil organisms, and to show that the extinct species of plants and animals which formerly occupied our planet, display, even in their fragments and relics, the same marks of wisdom and design which have been universally recognised in the existing species of organised beings."

"After giving some account of the supposed causes of fossil human bones, and establishing the remarkable fact of the 'total absence of any vestige of the human species throughout the entire series of geological formations,' our author passes to the general history of fossil organic remains:—

"It is marvellous that mankind should have gone on for so many centuries in ignorance of the fact, which is now so fully demonstrated, that no small part of the present surface of the earth is derived from the remains of animals that constituted the population of ancient seas. Many extensive plains and massive mountains form, as it were, the great charnel-houses of preceding generations, in which the petrified exuviae of extinct races of animals and vegetables are piled into stupendous monuments of the operations of life and death, during almost immeasurable periods of past time. 'At the sight of a spectacle,' says Cuvier, 'so imposing, so terrible as that of the wreck of an animal life, forming almost the entire soil on which we tread, it is difficult to restrain the imagination from hazarding some conjectures as to the causes by which such great effects have been produced.' The deeper we descend into the strata of the earth, the higher do we ascend into the archaeological history of past ages of creation. We find successive stages marked by varying forms of animal and vegetable life, and these generally differ more and more widely from existing species as we go further downwards into the receptacles of the wreck of more ancient creations."

Besides the more obvious remains of testacea and of larger animals, minute examination discloses occasionally prodigious accumulations of microscopic shells that surprise us no less by their abundance than their extreme minuteness; the mode in which they are sometimes crowded together may be estimated from the fact that Soldani collected from less than an ounce and a half of stone, found in the hills of Casciana, in Tuscany, 10,454 microscopic chambered shells. \* \* \* Of several species of these shells, four or five hundred weigh but a single grain; of one species he calculates that a thousand individuals would scarcely weigh one grain."

"Extraordinary as these phenomena must appear, the recent discoveries of Ehrenberg, made since the publication of Dr. Buckland's work, are still more marvellous and instructive. This eminent naturalist, whose discoveries respecting the existing infusorial animals have already noticed, has discovered fossil animalcules, or infusorial organic remains; and not only has he discovered their existence by the microscope, but he has found that they form extensive strata of tripoli, or polschiefer (polishing slate), at Franzensbad, in Bohemia—a substance supposed to have been formed from sediments of fine volcanic ashes in quiet waters. These animals belong to the genus Bacillaria, and inhabit silicious shells, the accumulation of which form the strata of polishing slate. The size of a single individual of these animalcules is about 1-288th of a line, or the 3400th part of an inch. In the polishing slate from Bilin, in which there seems no extraneous matter, and no vacuities, a cubic line contains, in round numbers, 23,000,000 of these animals, and a cubic inch 41,000,000,000 of them. The weight of a cubic inch of the tripoli which contains them is 270 grains. Hence there are 157,000,000 of these animalcules in a single grain; or the silicious coat of one of these animals is the 15,000,000th part of a grain!"

"Since this strange discovery was made, Mr. Ehrenberg has detected the same fossil animals in the semipal, which is found along with the polishing slate in the tertiary strata of Bilin—in the chalk flints, and even in the semipal or noble opal of the porphyritic rocks. What a singular application does this fact exhibit of the remains of the ancient world! While our habitations are sometimes built of the solid aggregate of millions of microscopic shells; while, as we have seen, our apartments are heated and lighted with the wreck of mighty forests that covered the primeval valleys—the chaplet of beauty shines with the very sepulchres in which millions of animals are entombed! Thus has death become the handmaid and the ornament of life. Would that it were also its instructor and its guide!"

## THE LUXOR OBELISK.

The obelisk now in Paris is the smaller of the two monoliths of red granite, discovered in front of the ruins of the palace of Luxor. The larger of these monuments is seventy-seven feet and six lines high, including the small pyramid which forms its termination. Its base is seven feet eight inches and eight lines broad. It is calculated to weigh about 257,160 kilogrammes. The other obelisk, now in the Place de la Concorde, is seventy feet three inches and five lines high, including the pyramid at its top, which is partly destroyed. Its greatest breadth at the base is seven feet six inches and three lines, and it is supposed to weigh about 220,528 kilogrammes. In Egypt this obelisk stood upon a pedestal, which was placed on a foundation of freestone. The pedestal consisted of a single block of rose-colored granite, having its four sides decorated with sculptures, of which only some portions remain unaffected. From an examination of the still existing parts, it appears that the northern and southern sides were ornamented with cynocephales in bas-relief, having the name of Ramesses engraved on their breasts. The other two sides were likewise ornamented with bas-reliefs representing the god Nile in full length, making offerings to Ammon, the divinity of Thebes. There is a considerable fracture in this obelisk, but the broken part is not detached from the main block. The fissure commences at the base, and extends upwards about one-third of the height of the obelisk. This defect appears to have existed at the time of its first elevation, and the ancient Egyptians took the precaution of riveting the two parts together with pieces of sycamore wood, placed at the bottom of the base. To prevent the separation of these parts, as well as to protect the obelisk from other injury it was, previous to the removal from Egypt to France, enveloped in a strong wooden covering. The hieroglyphics, and the figures of men and beasts with which the Luxor obelisks were decorated, are sculptured with precision, finish, and purity of design truly remarkable. They are arranged in three vertical lines or columns, and the figures in the middle line have a perfect polish, and are cut out five inches in depth. In the lateral columns the figures have been simply picked out with the point of the instrument. The difference in the process pursued has had the effect of producing various tones and contrasts, which make the work remarkably distinct, even in its minutest details. By making the depth of the hieroglyphics greater in the higher than the lower part of the symbols, a similar effect has been attained. The three columns of hieroglyphics sculptured on each side of the obelisk are arranged vertically, and contain the names of the kings by whose orders the obelisks were decorated. At the top of these columns, and below the pyramid there is on each side a design, which has been named the bas-relief of the offering; and in which the Pharaoh, who was the donor of the obelisk, is represented offering to the god Ammon Ra, who is sitting on the throne, vases some filled with wine, and others with water. Below this design, and at the top of each hieroglyphic column, is the royal ensign or banner, framed and terminating in the lower part with a border. This banner surmounted by a hawk, the symbol of Aroeris, contains the titles of the kings named in the inscriptions.

The language of the inscriptions are, almost exclusively, laudatory or religious, and seldom if ever refer, and then only incidentally, to any fact from which history can derive any advantage.

## FROM THE LONDON GAZETTE.

Tuesday, May 23.

## INSOLVENTS.

May 22, William Preston Lauder, Sloane-street, Chelsea, surgeon.

May 23, Henry Curme, Bridport, Dorsetshire, cabinet-maker.

## BANKRUPTCY SUPERSEDED.

Joseph King, Liverpool-street, City, plumber.

## BANKRUPTS.

S. Benton, Fore-street, City, linen-draper. [Jones, Size-lane. (Chesham)]

W. Butler, Portland place, Market-street, Clerkenwell, builder. [Sandell, Broad-st.]

R. Canton, Southampton-row, Middlesex, livery-stable-keeper. [Clifton Row]

Fearon, High-street, Southwark.

T. J. Breeds Burfield and C. Burfield, jun., Hastings, Sussex, brewers. [Hill]

marsh and Son, Crescent, Jewin-street. [Borough]

W. H. Wallis, Cardington-street, Hampstead-road, engraver. [Corner, Den-

T. Parker, St. Russell-street, Bloomsbury, goldsmith. [White and Barrett, Per-

derick's-place, Old Jewry.]

J. Hudson, Gloucester, coal-merchant. [White and Whitmore, Bedford-row.]

J. Oliver, Dumb Mill, near Bradford, corn-miller. [Smithson and Dunn, South-

ampton-buildings, Chancery-lane.]

R. Hardy, Kingston-upon-Hull, victualler. [Rosser and Son, Gray's Inn-place.]

E. Read, Laxfield, Suffolk, cordwainer. [Loty and Potter, King-st., Cheapside.]

W. Maybury, Trieste, Austria, merchant. [Chester, Staple Inn.]

S. Barrow, Stockport, corn-dealer. [Coppock, Cleveland-row, St. James']

A. Siddabottom, Two Bridges, Lancashire, calico printer. [Milne, Parry, Mil-

and Morris, Temple.] [Elm-st., Middle Temple.]

J. Haughton, Blackburn, Lancashire, cotton-spinner. [Makinon and Sander-

R. Madewley, J. Graves, and J. Moore, Manchester, dyers. [Bower and Back-

Chancery-lane.]

T. Giltz, Bridgnorth, scrivener. [Philpot and Son, Southampton-st., Blooms-

E. Ollershaw, sen., Manchester, cotton-spinner. [Adington, Gregory, Pall-

ner, and Pollett, Bedford-row.] [and Co., Bedford-row.]

T. Gregson, Burnley, Lancashire, cotton-manufacturer. [Adington, Gregory,







## PRICES OF STOCKS.

	Saturday.	Sunday.	Tuesday.	Wednesday.	Thursday.	Friday.
BANK STOCK, 8 per Cent. ....	206½	206½	206½	206½	206½	206½
3 per Cent. Red. Anns. ....	90½	90½	90½	90½	90½	90½
3 per Cent. Consols. ....	91½	91	90½	91½	91½	91½
3½ per Cent. Anns. ....	1818.	97½	98	98	98	97½
3 per Cent. Anns. ....	1726.	...	...	...	...	...
3½ per Cent. Red. Anns. ....	99½	99½	99½	99½	99½	99½
New 3½ per Cent. Anns. ....	99½	99½	99½	99½	99½	99½
New 5 per Cent. ....	...	...	...	...	...	...
Long Anns. ....	1860.	14½	14½	14½	14½	14½
Anns. for 30 Years ....	1859.	14½	14½	14½	14½	14½
Ditto. ....	1860.	14½	14½	14½	14	14½
Omnium ....	...	...	...	...	...	...
India Stock, 10½ per Cent. ....	...	260½	260½	260½	260½	260½
South Sea Stock, 3 per Cent. ....	...	...	...	102½	...	102½
Ditto Old Ann. 3 per Cent. ....	...	...	...	88½	88½	...
Ditto New Ann. 3 per Cent. ....	...	...	...	88½	...	...
3 per Cent. Anns. ....	1751	...	...	...	...	...
India Bonds, 4 per Cent. ....	34 36	37 35	35 37	35 37	34 37	35 37
Exchequer Bills, 24d. ...	32 34	32 34	32 34	32 35	33 36	34 37
Ditto ....	£500.	32 34	32 34	32 35	33 36	34 37
Ditto ....	Small.	32 34	32 34	32 35	33 36	34 37
Ditto ....	Comm.	30	...	...	...	...
3 per Cent. Consols. 21 July	91½	91½	91½	91½	91½	91½
Bank Stock for Oct. 21 July	...	...	...	...	...	...

## BANK OF ENGLAND.—TRANSFER BOOKS.

	SECT.		OPN.
3 per Cent. Consols .....	Thursday, June 1, 1837.	Friday, July 21, 1837	
New 34 per Cent. ....	Thursday, June 1, "	Thursday, July 14, "	
New 3 per Cent. ....	Thursday, June 8, "	Thursday, July 13, "	
New 5 per cent. ....	Wednes. June 7, "	Wednesday, July 12, "	
Ann. for terms of Years	Monday, June 5, "	Friday, July 21, "	
East India Stock .....	Tuesday, June 6, "	Thursday, July 20, "	
South Sea Stock .....	Friday, June 9, "	Thursday, July 20, "	
New 4 per Cent. ....	Thursday, June 8, "	Thursday, July 13, "	
3 per Cent. 1781 .....	Thursday, June 8, "	Thursday, July 13, "	

### FOREIGN STOCKS.

	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
Austrian, 5 per Cent. ....	.....	.....	.....	.....	.....	.....	.....
Belgian, 5 per Cent. ....	.....	.....	.....	.....	.....	100	100
Brazilian .....	.....	84½	84	.....	84½	.....	.....
Ditto, 1829 .....	.....	.....	.....	.....	.....	.....	.....
Buenos Ayres, 5 per Cent. ....	.....	.....	.....	.....	.....	.....	.....
Cuba, 5 per Cent. ....	.....	.....	.....	.....	.....	.....	.....
Chilian, 6 per Cent. ....	.....	.....	.....	.....	.....	.....	.....
Colombian, 6 per Cent. ....	.....	.....	.....	.....	.....	.....	.....
Ditto, 1824, ditto .....	244 ½	24	23½ 4	24½ 4	24	.....	.....
Danish, 3 per Cent. ....	.....	.....	73 2½	.....	73	.....	.....
Greek, 5 per Cent. ....	.....	.....	.....	.....	.....	.....	.....
Ditto, 1826, 5 per Cent. ....	.....	.....	.....	.....	.....	.....	.....
Mexican, 5 per Cent. ....	.....	.....	.....	.....	.....	.....	.....
Ditto, deferred do. ....	.....	.....	.....	.....	.....	.....	.....
Ditto, 1825, 6 per Cent. ....	.....	.....	.....	.....	.....	.....	.....
Ditto, def. do. 6 per Cent. ....	.....	.....	.....	.....	.....	.....	.....
Neapolitan, 5 per Cent, 1824 ..	.....	.....	.....	.....	.....	.....	.....
Peruvian, 6 per Cent. ....	17	.....	.....	17	.....	.....	.....
Portuguese, 5 per Cent. ....	72	.....	71	71½	.....	72	.....
Ditto, New 5 per Cent. ....	49½	48½ ½	48½ 72	47½	47½	47½ ½	.....
Ditto, 3 per Cent. ....	.....	30½ 29½	30 29½	28½ 98	29½ ½	29½	.....
Prussian, 4 per Cent. ....	.....	.....	.....	.....	.....	.....	.....
Russian, 1822, 5 per Cent. ....	.....	.....	.....	108	.....	.....	.....
Danish, 3 per Cent. ....	24½ 23	23½ 23	23½	23	22	22½ 3	.....
Ditto, Coupons Nov. ....	62 3	51 4	52 5	53 5	53 4	54½ 3	.....
Ditto, passive .....	63 ½	62 ½	62 ½	.....	63	62 ½	.....
Ditto, deferred .....	98 ½	98 ½	98 ½	85	.....	82 ½	.....
Dutch, 2½ per Cent. ....	50½ ½	53 ½	53½	53½ ½	.....	52½ ½	.....
Ditto, 5 per Cent. ....	100 99½	100 99½	99½ 98	99½	99½	99½ 2	.....

### FRENCH FUNDS.

	PARIS.					LONDON.	
	May 19.	May 20.	May 22.	May 23.	May 24.	May 20.	May 28.
per Cent. Ann. . .	108f. 10c.	108f. 15c.	108f. 35c.	108f. 40c.	108f. 30c.	107f. 50c.	...
Bank on Lond. 1 mth.	25f. 32c.	25f. 35c.	25f. 35c.	25f. 35c.	25f. 35c.	25f. 50c.	...
ditto 3 mths.	25f. 12c.	25f. 15c.	25f. 15c.	25f. 15c.	25f. 15c.	25f. 50c.	...
per Cent. Ann. . .	...	...	...	...	...	...	...
Exchange . . .	...	...	...	...	...	...	...
per Cent. Ann. . .	98f. 90c.	99f.	99f.	99f.	99f. 25c.	...	...
Exchange . . .	...	...	...	...	...	...	...
per Cent. Ann. . .	79f. 20c.	79f. 15c.	79f. 25c.	79f. 40c.	79f. 40c.	...	...
Exchange . . .	...	...	...	...	...	...	...
Bank Shares . . .	2430f.	2430f.	2430f.	2435f.	2425f.	...	...

### IRISH FUNDS.

MAY 25, 1857.			
Bank Stock	138		
Government Debentures	34	per ct.	90
City Stock	34	per ct.	97
City Bond	34	per ct.	98
ditto New	4	per ct.	98
ditto ditto, reduced	4	per ct.	97
Miscellaneous	3	per ct.	97
Government Debentures	4	per ct.	97
Chequer Bills	24	per diem	78
Royal Canal Stock			33
Patriotic Insurance	10	0	0
Provin. Bank of Ireland	25	0	0
Hibernian Bank	25	0	22
Grand Canal Stock			
Milning Co. of Ireland	7	0	0
City of Dublin Steam Co.	100	0	54
Kingstown Railway	60	0	0

## AMERICAN FUNDS.

Location.	Amount.	Location.	Amount.
New York 5 1848, 7.....	101	Louisiana 5 1844, 7, 50, 2.....	95 6
..... 1850, 7.....		Mississippi .. 6 1850, 6, 71	
..... 1853.....		INCORPORATED BANKS.	
..... 1859, 40, 41.....		Per Cent.	
..... 1846.....		United States ..... 8 1836.....	23 24 112
..... 1855, 4.....		Louisiana State..... 16 1870.....	
..... 1856.....		Bank of Louisiana 8 1870.....	
..... 1858.....		N. Orleans, Canal & B. Co.....	
..... 1860, 62.....		City Bank.....	
..... 1865.....	95 3	New York Life and Trust 5.....	84
..... 1870.....	103	Tennessee Planters 9.....	21
..... 6 1850.....	99	Mississippi, 10.....	

**COURSE OF EXCHANGE.**

FRIDAY, MAY 26, 1887.									
	Prices printed				Prices negotiated on 'Change.				
Amsterdam .....	12	6	12	32 12	4	Seville	35	—	7
London at Sight .....	12	3	12	12	14	Gibraltar p. A. d.	48	—	60
Amsterdam .....	12	34	12	44	—	Genoa	47	—	13
London .....	12	54	12	44	—	Genoa	26 20	47 1/2	10
London via New York .....	12	54	12	123	123	Milan	31	26 10	2
London via New York .....	13	134	—	—	—	Venice, p. 6 A. L.	47	—	10
London via New York .....	25	55	25	40	25	Naples	39	39 1/2	25
London via New York .....	25	90	25	72 1/2	77 1/2	Palermo	118 02	118 118 1/2	2
London via New York .....	26	10	25	95	26	Lisbon	51	51 1/2	2
London via New York .....	154	154	—	—	—	Oporto	504	504	3
London via New York .....	10	—	—	—	—	Rio Janeiro	28	—	8
London via New York .....	7	3	—	—	—	Bahia	26	—	4
London via New York .....	10	18	10	15	10	Buenos Ayres	—	—	40
London via New York .....	10	20	10	16	18	Dublin	14	—	2
London via New York .....	34 1/2	34 1/2	35	—	—	Bombay	1 1/2	—	5
London via New York .....	35 1/2	36	36 1/2	—	—	Calcutta	—	—	5
London via New York .....	35	—	—	—	—				6

### PRICES OF METALS.

Iron, Brit.—Cake.....	ton	84	0	0	25 1/2
Tile.....	do.	82	0	0	20 1/2
Sheets.....	lb.	0	11	0	45 1/2
Bottoms.....	do.	0	1	0	
Foreign—S. Am. (dy. 37s. 6d.).....	bd.				16 1/2
Brit.—Blocks.....	cu. ft.	4	15	0	12 1/2
Bars.....	do.	4	17	0	2 1/2
Iron, common [L.C. 112 0 to 116 0]					14 1/2
Best, per [L.C. 118 0 to 122 0]					10 1/2
Box, [L.C. 122 4 0 to 128 0]					10 1/2
Others of the above Mkls. 3s. 2s. all others 6s. less.					10 1/2
(Others in proportion.)					10 1/2
Foreign—S. Am. (dy. 37s. 6d.).....	bd.	3	10	0	3 1/2
Duty 50s. [S. Am. (dy. 37s. 6d.).....]	bd.	3	10	0	3 1/2
per cwt. Bars.....	bd.	4	12	6	12 1/2
Iron, Brit.—Pig.....	ton	22	0	0	6 1/2
Sheet.....	ton	23	0	0	2 1/2
Shot.....	ton	25	0	0	2 1/2
Red.....	ton	24	0	0	1 1/2
White (dry).....	ton	30	0	0	3 1/2
White (gd. in oil).....	ton	32	0	0	3 1/2
Litharge.....	ton	24	0	0	1 1/2
Foreign—Span. (dy. 40s. per ton).....	bd.	3	20	0	28 1/2
Iron, Brit.—Pig, No. 1.....	ton	5	10	0	25 1/2
Bar ton 10 10 0 to 9 0 0					20 1/2
Do. Cast in Wales.....	ton	8	0	0	45 1/2
Boils.....	ton	9	10	0	16 1/2
Nail Rods.....	ton	10	10	0	14 1/2
Hoops.....	ton	12	0	0	12 1/2
Sheets, single.....	ton	13	0	0	12 1/2
(Others in proportion.)					12 1/2
Foreign—Sweden, c. bd. ton 13 10 0					14 1/2
for Steel, (var.)					10 1/2
Duty 50s. [mks. ton 15 0 0 to 35 0 0]					10 1/2
per ton. Russian, c. bd. ton 12 10 0					10 1/2
P.S.I.....	ton	15	0	0	10 1/2
c. b. p. ton 19 0 0					10 1/2
Steel, Brit.—Bilister, (various quality).....	ton	25	0	0	45 1/2
Shear do. do. 45 0 0 to 84 0 0					12 1/2
Cast do. do. 45 0 0 to 84 0 0					12 1/2
Foreign—Sweden in kg. bd. ton 17 0 0					2 1/2
Duty 20 [Do. Faggots bd. ton 18 0 0]					2 1/2
per cent. Milan.....	bd. ton				1 1/2
Spelter, For.—Cakes (dy. 2s. p. ton).....	ton		17	0	3 1/2
English Sheets.....	28	0	0	0	1 1/2
Quicksilver—(dy. 1d. per lb.).....	bd.				28 1/2

### TIDE TABLE.

HIGH WATER AT LONDON BRIDGE, from May 27 to June 2.						
	Satur.	Sunday.	Mon.	Tuesd.	Wedn.	Thurs.
ng	7 29	8 41	9 54	11 1	11 38	0 23
con	8 5	9 18	10 29	11 31	—	1 7

### PRICES OF SHARES.

BRITISH MINES.					
No. of Shares.	NAME OF MINES.	Amount of Capital Paid.	Amount of Capital Unpaid.	Height of Capital Paid.	Height of Capital Unpaid.
8,000	Albion Copper	5	34	2	1
4,000	Boscor Bridge	5	34	2	1
8,000	Blaenavon	50	35	1	1
5,000	Boringdon Park	20	14	1	1
8,000	British Tin	24	14	1	1
9,000	British Iron	50	50	41	40
0,000	British Copper	5	50	41	40
100	Copper Bottom	5	15	150	150
0,000	Cornwall Great United	12	17	34	34
4,000	Cornwall United	16	17	34	34
0,000	Durham Consol & Co.	50	12	1	1
0,000	East Cornwall Silver	5	24	1	1
2,000	East Cornwall Tin, &c.	6	6	5	5
5,000	East Wheal Brothers	20	3	1	1
2,500	East Wheal Strawberry	10	43	2	13
200	East Wheal Kitty	5	52	1	1
4,000	English	50	104	2	13
0,000	Hibernian	5	3	1	1
0,000	Hayle Consols	100	14	133	102
0,000	Holmbush	5	1	2	2
0,000	Kellewerris	5	3	26	26
0,000	Dartmoor Consols	5	3	26	26
0,000	Mining Co. of Ireland	25	74	1	1
0,000	New South Hoe	16	16	14	14
0,000	North Cornwall Consolidated	5	12	8	8
0,000	North Cornwall	5	12	8	8
0,000	Perran Consols	5	24	2	14
0,000	Pulbreen Consols	10	10	6	6
0,000	Pulbreen	5	3	24	24
0,000	Redmoor Consolidated	5	34	2	14
0,000	Rhymney Iron	50	25	18	18
0,000	Redruth United	10	34	2	14
0,000	Roche Iron	5	12	8	8
0,000	Royal Irish	5	2	8	8
0,000	South Wheal Leisure	5	2	8	8
0,000	St. Hilary	24	1	7	7
0,000	Trevorgus	5	24	8	8
0,000	Treleigh Consols	5	22	12	12
0,000	Tamar Consols	5	3	14	14
0,000	Tin Croft	10	5	14	14
0,000	United Hill	5	5	14	14
0,000	Wendron	8	8	42	42
300	West Cork	50	50	24	24
0,000	Wheal Brothers	20	20	24	24
0,000	West Wheal Brothers	5	2	3	3
0,000	Wh. Harm. & Montague	5	6	3	3
0,000	West Tresavean	5	1	8	8
0,000	Wicklow Copper	5	3	8	8
520	West Wheal Jewell	5	3	8	8
0,000	Wheal Gilbert	5	14	14	14
900	Wherry Mine	15	5	54	54

## FOREIGN MINES.

000	Altan Mining Company	15	124	11	114	112
000	Anglo Mexican Co. ....	100	100	34	34	30
574	Do. Subscription .....	100	100	34	34	30
000	Bolanda .....	150	150	90	90	44
000	Brazilian Imperial .....	35	20	27	263	264 7
000	Bolivar .....	20	20	5	5	5
000	Ditto Scrip. ....	10	10	6	5	6
000	Cata Franca. Brazilian	10	61	7	7	7
000	Conceicao. .... Co.	10	2	2	212	2
000	Candonga Mining Co.	20	78	63	63	62
000	Copper Copper Company	40	40	39	39	41
000	Colombian, regis. ....	55	55	5	5	7
000	Copiapo Mining Co.	20	124	15	15	15
000	General Mining Association	20	15	9	9	9
54	Mexican Company. ....	100	54	3	3	3
000	Mocabaus and Cocas	25	33	7	64	94 7
000	Minas Gerais .....	20	6	—	—	—
000	New Granada .....	20	6	—	—	—
000	Pena. ....	10	12	—	—	—
000	Ditto Subscription .....	5	14	—	—	—
92	Real del Monte, regis.	544	934	15	15	13
000	Do. unregistered .....	544	—	14	14	14
000	Ditto Loan Notes .....	150	150	122	122	122
000	Rio de Anon. ....	—	34	—	—	—
000	St. John d'el Rey .....	20	40	12	14	13
000	United States .....	40	40	12	14	13
000	Red Scrip .....	—	5	24	24	24
000	Black New Scrip .....	—	6	32	37	32
000	Union Gold .....	—	92	—	—	—
000	Zacatecas Mining Co.	1	1	1	1	1

## RAILWAYS.

Aitona and Lubek	20	1	..	..	..	..
Aylesbury	20	1	..	..	..	..
Birmingham and Derby	10	32	34	34	2	..
Birming. & Gloucester	10	3	..	..	..	..
Birm. Br. & T. June.	100	29	..	..	..	..
Bolton and Lich.	100	109	..	..	..	..
Ditto 4 Shares	25	25	..	..	..	..
Bristol and Exeter	100	5	32	3	32	..
Calcutta and Saugur	50	2	2	1	2	..
Cant. & Whitehall	50	50	..	..	..	..
Cheltenham	100	100	..	..	..	..
Cheltenham & Gt. Western	100	75	..	..	..	..
Chelt. Oxford and Tring	100	100	40	40	..	..
Clarence	50	2	..	..	..	..
Commercial Blackwall	100	50	..	..	..	..
Crom. and Peak For.	100	100	..	..	..	..
Dublin and Kingston	..	60	..	..	..	..
Dublin and Kilkenny	100	24	1	1	..	..
Durham Junction	100	10	..	..	..	..
Durham S. W. Junction	20	5	..	..	..	..
Eastern Counties	25	2	..	..	..	..
Edinburgh & Dunbar	..	2	..	..	..	..
Edinb. Leith & Newha.	50	3	4	4	..	..
Edinb. & Glasgow	50	..	..	..	..	..
Forest of Dean	50	50	..	..	..	..
Glasgow & Falkirk Jun.	50	3	..	..	..	..
Grand Junction	100	50	..	..	..	..
Great North of England	100	7	54	54	54	..
Great Northern	100	429	104	104	434	..
Great Western	100	40	124	41	41	24
Hartlepool	100	100	..	..	..	..
Huddersfield and Leeds	..	2	..	..	..	..

## PRICES OF SHARES.

MISCELLANEOUS.						
No. of Shares.	NAME OF COMPANY.	Amount of Shares.	Amount paid.	Highland Price.	Lowest Price.	Present price.
10,000	Anglo Mexican Mining	10	10	94	94	94
10,000	Anti Dry Rot .....	..	178	13	13	13
10,000	Australian Agricultur.....	100	276	35	35	35
1,080	Auction Mart.....	50	50	..	..	..
5,000	Brit. Rock & Patent Salt	50	50	..	..	..
..	British Ann's .....	..	50	50	..	..
..	British Alkali.....	..	20	36	36	36
6,000	Brit. American Land Co.....	..	23	124	124	124
20,000	Brit. Agric. Loan Co.....	105	6	..	..	..
10,000	Canada Company.....	100	24	37	37	37
100,000	Upper Canada Bonds	..	..	95	95	95
..	Carroll Iron Company	250	..	..	..	..
..	City Bonds, 4 per cent.	..	10	10	10	10
..	General American Land	50	10	10	10	10
75	Cornet Garden Th. Rnt	..	20	..	..	..
5,000	Droitwich Patent Salt	50	..	..	..	..
300	Dury Lane do.....	500	..	..	..	..
1,122	D. Do. Proprietors.....	100	..	..	..	..
10,000	Edinbur. & Leith Glass	..	16	..	..	..
2,500	Essex Marine Salt.....	20	6	25	18	25
1,000	Equitable Discount Soc.	100	25	25	18	25
15,000	General Steam Navig.	15	13	24	24	24
..	Hudson's Bay Stock	..	..	..	..	..
2,100	Hungerford Market.....	100	..	23	23	23
10,000	Irish Waste Land Co.....	50	1	..	..	..
2,000	Lon. C. M. Sal. Rms.....	75	..	..	..	..
8,000	Lon. River. Inter. Soc.	50	5	6	6	6
1,800	London Corn Exchan.	10	23	25	25	25
10,000	Mexican South Amer.	10	3	6	6	6
..	New Corn Ex. ....	..	43	13	13	13
..	New Brunswick (Land	..	..	..	..	..
..	Mexican, Ac.....	10	..	..	..	..
3,000	Patent Purif. Sea Water	10	4	..	..	..
10,000	Rio Doce.....	25	2	..	..	..
2,754	Rever. Interest Society	100	100	126	126	126
2,638	Ditto New.....	100	65	85	85	85
220	S. Devon Shipping Co.....	50	50	..	..	..
2,000	Shotts Iron Foundry	50	38	..	..	..
0,000	South Australian.....	..	..	..	..	..
4,000	Thames Tunnel.....	50	50	..	..	..
0,000	Van Dieman's Land.....	100	17	12	12	12

## CANALS.

No. of Shares.	NAME OF COMPANY.	No. of Shares of which the Stock is Held.	Price.	Dividend Paid.	Next Dividend Payable.
1,760	Ashton and Oldham ..	98	98	135	8 Mar.
1,482	Asby-de-la-Zouch ..	113	113	70	4 Oct.
720	Barnsley ..	160	160	245	13 Jan.
2,290	Basingstoke ..	100	100	—	—
4,063	Brecknock & Aberglaw ..	150	150	—	—
1,600	Birmingham, 1-16th Share ..	794	794	218	6 Jan.
1,400	Do. 16th Share ..	125	100	30 1	6 June
477	Bolton and Bury ..	250	250	—	6 Jan.
600	Brigidwater & Taunton ..	100	100	—	—
400	Chelmer & Blackwater ..	100	100	162	4 Jan.
1,000	Carlisle ..	—	214	—	—
500	Coventry ..	100	100	700	18 Nov.
500	Chesterfield ..	—	—	—	—
400	Cromford ..	160	160	330	1 Oct.
1,346	Croydon ..	314	314	—	6 Jan.
1,810	Do. Bonds ..	794	794	—	—
1,000	Danube and Mayne ..	411	294	243	1 Oct.
1,050	Dudley ..	100	100	88	4 Sept.
600	Derby ..	100	100	122	7 Jan.
—	Edinb. & Glasgow Un. Do. Allocated ..	—	50	—	—
—	Do. Allocated ..	—	96	—	—
3,575	Ellesmere & Chester ..	133	133	80	3 Sept.
231	Erewash ..	100	100	650	4 Oct.
227	Forth and Clyde ..	400	400	510	21 Jan.
600	Grand Junction ..	100	100	—	—
600	Do. Grand Un. ..	100	10	25	1 Oct.
600	Grand Surrey ..	100	100	—	Sept.
100	Do. (optional) Loan ..	100	100	70	4 Dec.
100	Grand Western ..	100	100	—	—
600	Glamorganshire ..	1721	1721	—	131 Sept.
900	Gloucester & Berkley ..	100	100	—	—
200	Do. (optional) Notes ..	60	60	—	—
740	Graatham ..	189	189	302	10 May
138	Huddersfield ..	273	273	20	13 Sept.
100	Kensington ..	100	100	10	—
328	Kennet and Avon ..	40	40	222	18 Sept.
690	Lancaster ..	475	475	24	14 Mar.
175	Leeds and Liverpool ..	100	100	500	28 Nov.
185	Leeds & Liverpl. New ..	80	—	—	16 May
545	Leicester ..	140	140	200	12 Jan.
557	Leicester & Northam. ..	831	831	77	43 Dec.
600	Lisk, and Loos Un. ..	25	—	—	—
70	Loughborough ..	1421	1421	—	11a Jan.
100	Manchester & Bury ..	40	40	—	—
405	Manoumouthshire ..	100	100	100	10 Dec.
200	Montgomeryshire ..	100	100	100	41 Aug.
250	Melton Mowbray ..	100	100	200	16 July
500	Mersey and Irwell ..	100	100	500	25 Oct.
200	Macclesfield ..	100	100	54	14

90	Nene Navari, Ed.	100	100	--	--	
96	Norse Oxford	100	100	--	--	
00	Oakham	130	130	38	2	Sept.
01	Pack Forest	7	7	04	50	Dec.
20	Portsmouth & Arundel	50	50	--	--	
18	Regent's (or London)	33	33	16	12	July
93	Rochdale	83	83	119	6	May
00	Shropshire	125	125	138	3	Dec.
00	Somerset & Glos.	50	50	145	94	Dec.
00	Do. Lock Fund Stock	12	12	11	4	Dec.
00	Stafford. & Worcester	140	140	--	--	Jan.
00	Shrewsbury	125	125	243	9	Nov.
00	Stourbridge	145	145	--	--	Jan.
47	Stratford-on-Avon	794	794	50	2	Aug.
00	Stroudwater	180	180	--	--	Nov.
3	Swansea	100	100	220	12	Nov.
3	Sverns & Wyke & Railw.	65	65	--	--	Sept.
00	Thames & Great Oxf.	100	100	263	1	June
00	Do. Do. red.	100	100	27	1	June
01	Trent & Mersey & Sh.	50	50	550	324	June
0	Tavistock (mineral)	100	100	--	--	Mar.
9	Thames & Medway	194	194	2	--	
4	Do. New	--	--	--	--	
	Thames & Isis	--	--	--	--	
01	1,000 Warwick & Bir.	100	100	180	15	Mar.
00	Warwick & Napton	100	100	250	1	July
00	Warwick & Birmingham	78	78	--	--	Feb.
0	Wilts and Berks	674	674	20	14	May
0	Wryley and Essington	125	125	75	3	Jan.
5	Wibacch	105	105	45	--	
6	Wey and Arun	110	110	224	1	May

**ASSURANCE COMPANIES.**

Abbott	500	50	34	Dec.	4,8
Alliance Brit. & Forc.	100	104	12	5	4,8
Do. Marine	100	5	54	Jan.	4,4
Atlas	50	5	134	July	4,4
Birmingham Fire	250	35	105	5	5,5
British Fire	250	50	41	May	5,5
Brit. & Forc.	100	5	6	Dec.	2,0
Cler. Med. & Gen. Life	100	24	4	5	2,0
County	100	10	42	24	Dec.
Eagle	50	5	6	5	Oct.
Economic Life	1000	250	375	545	Jan.
Edinburgh Life	—	10	—	—	—
European Life	20	20	22	15	Jan.
Pilot New	20	2	12	—	—
Globe	100	100	147	7	Dec.
Guardian	100	27	33	5	July
Hercules	—	10	52	—	—
Hope	50	5	—	65	Sep.
Imperial Fire	500	50	1204	54	Dec.
Imperial Life	100	10	10	94	Jan.
Indemnity Marine	100	52	162	54	Aug.
Insurance Co. of Scot.	50	50	62	34	Feb.
Kent	—	—	79	3	—
Do. Life	—	—	79	3	—
Law Life	100	10	20	164	April
Liverp. Marine Assur.	—	23	—	—	—
London, Fire	25	124	154	1	Sep.
London, Ship	25	124	154	1	Sep.
North British	—	10	184	—	—
Paradise Life	100	2	—	—	—
Paladin	60	2	24	5	Jan.
Protector Life	—	1	1846	—	—
Provident Life	100	10	20	1	June
Rock Life	20	2	6	5	Oct.
Royal Exchan. Stock	—	225	5	Dec.	70
Scottish Union	—	1	—	—	—
Sun	—	—	—	—	—
Universal Life	100	5	64	5	May
Union	—	20	—	—	—
University Life	100	5	—	5	July
United Kingdom Life	20	2	—	4	July
Westminster Life	1000	1000	—	—	—
West of Scotland	—	10	—	—	—

## PRICES OF SHARES

JOINT STOCK BANKS.				
No of Shares.	NAME OF COMPANY.	Amount of Shares.	Amount paid.	Price.
25,000	Agric. & Com. of Irel.	25	10	5
5,000	Australasia	40	40	5
1,500,000	Bank of Scotland	854	304	10
10,000	Bank of Birmingham	50	10	5
10,000	Birmingham Bank	50	5	10
500,000	British Linen Co.	100	100	10
	British North Amer.	100	10	7½
3,000,000	Commercial	100	100	188
	Colonial	100	25	22½
3,000	Equitable Loan Co.	9	9	10
10,000	Foreign Banking Co.	3	3	9
2,000,000	Glasgow Union	50	50	65
10,000	Gloucestershire	50	10	10
5,000	Hallam's	50	5	10
5,000	Hampden	20	20	10
5,000	Huddersfield	20	20	10
10,000	Hibernian	100	25	35
3,000	Devon & Cor. Bg. Co.	20	20	35
30,000	London & Westminster.	100	20	19½
3,000	Lancaster	100	20	35
25,000	Liverpool	100	10	17½
50,000	Manch. & Liver. Dis.	100	15	21½
25,000	Manchester	25	25	25
25,000	Comm. & Glouc.	25	15	27½
20,000	National & South Wales	30	5	15
1,000,000	National Scotland	10	10	15½
20,000	Natl. Bank of Ireland	50	17½	13½
10,000	Nat. Provident. Engl.	100	30	30
80,000	Prov. & Cnt. B. of Engl.	10	10	10
20,000	Nor. & Bk. of Ireland	140	25	40
4,000	North British	10	10	15½
1,000,000	Royal of Scotland	100	100	10
7,000	South African	5	5	5
20,000	S. of Ireland, Cork.	25	5	5
1,000,000	Western of Scotland	30	30	10
50,000	W. of Engl. & S.W. Dis.	20	10	10
20,000	Wills and Dorset	15	7½	9½

**GAS LIGHT AND COKE COMPANY**

200 Alliance	10	3	
2,500 Bath	20	16	24
600 Bradford	25	25	
5,000 British	40	16	21
500 Do. Special	30	17	23
500 Birmingham	50	50	50
2,400 Birm. & Staffordshire	50	50	74
600 Brentford	50		30
2,250 Bristol	20	20	36
500 Brighton	20	20	12
750 Do. New	20	18	10
3,471 Brighton, General	30	20	17
200 Carlisle	25		4
500 Continental Consolidat.	75	82	85
240 Canterbury	50	50	60
700 Chelmsford	50	50	42
300 Cheltenham	50	50	73
500 City of London	100	100	100
500 Do. New	100	112	6
200 Coventry	50		28
200 Derby	100	50	
180 Dover	60	50	
600 Dudley	20	20	20
500 Edinburgh Coal Gas	25	25	
Edinburgh and Alloa		14	
240 Exeter	50	50	
500 Exeter	50	42	30
500 European	50		44
450 Glasgow	25		
500 Greenwich Railw. Gas		1	
500 Imperial	50	50	41
500 Do. Bonds	100	100	4
200 Ipswich		10	
500 Isle of Wight	25	30	
350 Independent	30	40	6
240 Leicester	50	50	
750 Leith Coal Gas	20	20	
500 Liverpool	242	242	310
Do. N. Gas and Coke	100	100	
Do. (New Do.)		60	
200 Exeter	50	50	100
500 Phoenix	50	50	39
579 Portsea		53	
304 Poplar	50	50	
500 Ratcliff	100	80	68
400 Rochdale		15	
500 Do. Metropolitan	50	15	17
300 Sheffield		16	
500 Shrewsbury		10	
120 Swansea	50	50	
200 United General	50	46	25
240 Warwick	50	50	
600 Wakefield	25	25	22
500 Warrington	20	20	22
500 Wigan	50	50	50
500 Ditto New	50	10	12
600 Worthing	50	50	
500 Yarmouth			50

## DOCKS.

000 Commercial .....	100	100	55	3
667 East India .....	Stock	100	100	14
666 Ditto Additional .....				4
068 East Country .....	100	100	7	
4310 London .....	Stock			29
Ditto Bonds .....				
000 West India .....	Stock			8
209 Bristol .....	147	147	80	215
324 Newcastle .....			115	5
570 Folkestone Harbour .....	50	50		
Ditto Bonds .....				
752 St. Katharine .....	Stock	100	100	90
000 Ditto Bonds .....			100	40
000 Do. Bonds for 10 years .....			994	4
Shoreham Harbour .....				
500 Deptford Pier .....	20	3		
000 Herne Bay Pier .....				

## BRIDGES

Hammersmith.....	50	50	10s
Metropolit. Suspension	30	2	..
Southwark w. new sub.	63½	63½	2 ..
Do. New of 7½ per cent.	50	50	14 2
Vauxhall .....	70½	70½	16½ 17½
Waterloo .....	100	100	4
Do. old Annuities of 8½.	600	60	12½ 128½
Do. new do. of 7½. ....	40	40	15½ 16½
Ditto Bonds .....		11s	8

## WATER WORKS.

Birmingham	20	25	94
Colchester	100	100	6
East London	100	100	144
Glasgow	50	50	5
Grand Junction	41	11	50
Edinburgh joint	11	25	50
Kent	100	100	42
Liverpool Bootle	220	220	526
New River Lond. Bridge			
Water Annunities			88
Manchester & Salford	100	100	534
Portsmouth	50	50	
Portsmouth & Farlington	50	50	
Do. New	50	50	22
100 Ramsgate	10	10	11
Vauxhall, late So. Lond.	100	100	83
West Middlesex	634	634	744
York Building Co. L. P.	100	100	38

## ROADS.

Archw. and Kent In..	30	30	..
Barking.....	100	100	224
Commercial.....	100	100	73
Do. East India Dock Br.	100	100	..
Great Dover Str.....	..	70	..
Higkate Archway.....	..	504	2
New North Rd. Stock	100	100	..

  

LITERARY INSTITUTIONS.			
Adeialde Gal. of Science	50	..	209
London, W. Bronze Tick.	782	83	209
London University.....	100	100	244
Russell.....	25	25	9
King's College.....	100	100	32

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